

# KENTUCKY TRANSPORTATION CENTER

*College of Engineering*

**MEETING KENTUCKY'S TRANSPORTATION  
NEEDS AND PRIORITIES: CITIZENS'  
PERCEPTION AND RECOMMENDATIONS**





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**Research Report**  
**KTC-05-23/TA12-04-1F**

**Meeting Kentucky's Transportation Needs and Priorities:  
Citizens' Perceptions and Recommendations**

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Transportation Cabinet  
Commonwealth of Kentucky

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<b>16. Abstract</b>  This study was designed to (1) consider the role of public input in the transportation planning process; (2) obtain citizen perceptions of system needs and develop priorities in the state of Kentucky; and (3) use that experience (and the experiences of other states) to provide recommendations for ways to enhance the role of public input in Kentucky's transportation planning. Telephone survey of Kentucky adults and focus groups of community leaders were utilized to gauge the public's attitudes and perceptions regarding Kentucky's transportation needs, issues and priorities, and system satisfaction. The findings from the survey and the focus groups were compared to arrive at a better understanding of the public's opinion of the state's transportation system. The findings of this study also lend themselves to recommendations for improving transportation planning in Kentucky. Specifically, they suggest (1) a decentralized project selection process that begins with public input at the district level, followed by (2) statewide public hearings to obtain public input regarding statewide needs and priorities. From a long-term planning perspective, a telephone survey similar to that administered in this study could be undertaken every two years (and supplemented by focus groups as needed), as a way to systematically gather information regarding the public's perceptions and recommendations.			
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## TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
LIST OF TABLES.....	2
LIST OF FIGURES.....	2
EXECUTIVE SUMMARY.....	3
ACKNOWLEDGEMENTS.....	7
Chapter 1 INFORMATIONAL NEEDS OF THE TRANSPORTATION PLANNING PROCESS.....	9
1.1 Overview.....	9
1.2 Study Purpose.....	9
1.3 The Role of Public Input in Statewide Transportation Planning.....	10
1.4 Research Strategy.....	13
Chapter 2 CITIZENS’ PERCEPTIONS OF KENTUCKY’S TRANSPORTATION NEEDS AND PRIORITIES.....	15
2.1 Survey Overview.....	15
2.2 Driver Characteristics and Driving Behavior.....	16
2.3 Transportation Issues.....	17
2.4 Highway Safety.....	18
2.5 Transportation Finance.....	19
2.6 Traffic Enforcement.....	20
2.7 Transportation System Management and Administration.....	20
2.8 Transportation Planning and Project Selection.....	21
2.9 Public Transportation.....	24
Chapter 3 COMMUNITY LEADERS’ OBSERVATIONS REGARDING TRANSPORTATION NEEDS AND PRIORITIES.....	25
3.1 Leadership Kentucky and the Focus Group Participants.....	25
3.2 Major Transportation Issues Focus Group.....	27
3.3 Transportation Investment Needs Focus Group.....	27
3.4 Transportation Finance Focus Group.....	28
3.5 Project Selection Process Focus Group.....	29
3.6 Leadership Kentucky Issues Poll: Overall Perceptions and Recommendations.....	30
Chapter 4 SUMMARY OF SURVEY AND FOCUS GROUP FINDINGS.....	39
4.1 Comparison of Survey and Focus Group Findings.....	39
4.2 Overall Public Perceptions and Recommendations.....	43
4.3 The Impact of Information on Perceptions and Recommendations.....	44
Chapter 5 RECOMMENDATIONS FOR TRANSPORTATION PLANNING IN KENTUCKY.....	47
5.1 Towards Transportation Planning that is Publicly-Driven.....	47
5.2 Examples of Other States’ Experiences with Public Involvement in Transportation Planning.....	48
5.3 Recommendations for Systematic Gathering of Public Input.....	49
Appendix A SURVEY AND FOCUS GROUP SUPPLEMENTAL INFORMATION.....	51
Appendix A.1 Citizens’ Perceptions Survey.....	51
Appendix A.2 Leadership Kentucky Focus Groups.....	75
Appendix A.3 Mean Scores from Leadership Kentucky Issues Poll.....	81
Appendix A.4 Supplemental Focus Group Material.....	84
Appendix B MAP OF KENTUCKY.....	93

## LIST OF TABLES

Table 2.1.1	Comparison of the Survey Sample and the Kentucky Adult Population.....	15
Table 3.1.1	Demographic Characteristics of Focus Group Participants .....	26
Table 3.6.1	Overall Group Voting Scores.....	31
Table 4.3.1	Comparison of Mean Scores for Groups with and without Information.....	45
Table A.3.1	Mean Scores by Geographic Region.....	81
Table A.3.2	Mean Scores by Urban-Rural Dimensions.....	82
Table A.3.3	Mean Scores by Participants’ Industry Background.....	83

## LIST OF FIGURES

Figure 1.3.1	Transportation Planning Model.....	11
Figure 1.3.2	Breakdown of the Transportation Planning Processes .....	12
Figure 1.3.3	Publicly-Driven Model of Transportation Planning .....	13
Figure 2.2.1	Type of Vehicle Driven by Respondents.....	16
Figure 2.2.2	Driving Behavior on Selected Road Types .....	17
Figure 2.3.1	Concern Over Selected Transportation Issues (based on the percentage of respondents expressing extreme concern).....	18
Figure 2.5.1	Support for Transportation Financing Strategies.....	19
Figure 2.6.1	Overall Perception of Traffic Enforcement .....	20
Figure 2.8.1	Overall Satisfaction with Planning and Project Selection .....	21
Figure 2.8.2	Importance of Project Selection Criteria .....	22
Figure 2.8.3	Importance of Potential Changes in the Transportation Project Selection Process .....	23
Figure 2.8.4	Importance of Increasing Roles of Certain Individuals or Groups in the Project Selection Process .....	23
Figure 3.6.1	Categorization of Agreement/Disagreement Used in the Leadership Kentucky Poll Analysis .....	30
Figure 3.6.2	Overall voting pattern for “Rural Road Improvements” as a transportation investment need.....	34
Figure 3.6.3	Overall voting pattern for “Merge the Road Fund with the General Fund” as a recommendation for raising additional transportation revenues.....	35
Figure 3.6.4	Overall voting pattern for “Evaluate Successful Projects to Determine Best Practices” as a recommendation for improving the project selection process. ....	36
Figure 3.6.5	Overall voting pattern for “Involve all Stakeholders through Transparent Processes” as a recommendation for improving the project selection process. ....	37
Figure 4.1.1	Comparison of <i>survey</i> responses and <i>focus group</i> voting patterns for the recommendation to <i>increase the fuel tax</i> . ....	42
Figure 4.1.2	Comparison of <i>survey</i> responses and <i>focus group</i> voting patterns for the recommendation to <i>increase the vehicle registration fee</i> . ....	42
Figure 5.1.1	Publicly-Driven Model of Transportation Planning .....	47

## EXECUTIVE SUMMARY

Successful transportation planning requires significant meaningful input from the public as users of the transportation system. Citizen stakeholders can play an effective role in defining the vision and goal for the state's transportation system, determining future transportation needs and identifying possible solutions to pressing issues and concerns. Moreover, consultation with the public, as users and beneficiaries of the state's transportation system, is important at every stage of the transportation planning process in order to obtain their perceptions and recommendations regarding the adequacy and quality of the state's transportation system.

This study's purpose was to obtain the perceptions and recommendations of Kentucky's citizens as input for determining how to meet the state's future transportation needs and priorities. Two approaches were used to gauge how citizens perceived Kentucky's transportation system and how they felt about possible changes to the transportation planning process. First, a telephone survey of random Kentucky adults was used to gauge the general public's attitudes and perceptions regarding the state's transportation system and the transportation planning process. Second, focus groups comprised of community leaders were held to determine important transportation issues and needs and identify recommendations for improving the transportation system.

The implications of this study are two-fold. First, survey and focus group findings provide a comprehensive view of how Kentuckians perceive the state's transportation system. The survey and focus groups also provide an opportunity to identify citizen suggestions and recommendations that may improve the overall performance of Kentucky's transportation system. Second, the survey and focus groups underscore the importance of obtaining public input for transportation planning.

Citizens surveyed appear to perceive that the transportation planning and project selection process may need improvement, since less than a third of the respondents were extremely satisfied with the selection of transportation projects. The survey and focus group recommendations present ways to possibly enhance transportation planning and project selection so that Kentuckians will be more satisfied with the process. Focus group discussions called for improved long-range transportation planning strategies and the need to give greater consideration to economic development in transportation system development. The focus group participants also recommended that the planning and project selection process be further de-politicized. The public survey participants did not advocate an increased role of the legislature, the governor, or the transportation secretary in the planning and project selection process. Instead, they were in favor of greater public input and enhanced local government authority in transportation planning, and improved coordination between transportation planning and community planning.

The citizen survey results indicate that Kentuckians feel that transportation infrastructure is an important economic development asset. In fact, more than 80% of survey respondents rated Kentucky's highways as being at least very important to the state's future economic growth. It comes as no surprise, therefore, that community leaders identified the need to incorporate economic development factors into transportation planning as a major transportation issue.

Community leaders also agreed that improved roads and highways in rural areas could potentially help with economic development.

The condition of existing roads and highways was the primary concern of the average Kentucky citizen. Potholes and poor pavement surfaces taint the user's driving experience, negatively influencing how he/she assesses the performance of the state's transportation system. Roadway safety (which can be impacted by road conditions) and current road conditions were the two most important project selection criteria identified by those surveyed. Poor road conditions were also the primary transportation issues cited by survey respondents. Similarly, focus group participants regarded road maintenance and resurfacing as the top transportation investment need for the state.

There was also consensus among focus group participants that existing transportation revenues and resources are inadequate. In light of this, the citizens' preferences for revenue-generating options may provide suitable and publicly acceptable solutions to addressing the revenue gap. Survey respondents and focus group participants supported the notion that business and the private sector should contribute more to transportation finance. This can be achieved through the leasing of rest area retail facilities, establishing developer's fee for access to new developments, and charging advertising fees for roadside signs. There is also the option of raising existing transportation-related taxes and fees as another means of raising revenue. However, there was little agreement among survey and focus group respondents for these options. Civic and community leaders were more receptive to raising registration fees and fuel tax rates, whereas the average citizen was less likely to approve of increases in these taxes or fees.

The results of the overall Leadership Kentucky focus group polling also show that exposure to additional information regarding the transportation system yielded higher levels of agreement among participants. This has important implications for gaining public acceptance of recommended changes to both the methods of financing of transportation and the process for selecting transportation improvement projects. This supports the idea that public information is important for successful public policy change and implementation because public acceptance for change stems from knowledge. Successful introduction and management of change, particularly in the highly visible field of transportation, therefore, requires emphasis on educating and informing the public.

Secondary to the findings from the survey and focus groups is the conclusion that regular gathering of public input is possible and should be incorporated into Kentucky's transportation planning framework. The citizen survey and community leader focus groups provided evidence that it is possible to systematically obtain necessary public input for transportation planning. One of the recommendations from this study is that the Kentucky Transportation Cabinet utilize a citizen survey every two years as a tool for gauging the public's satisfaction with the Cabinet and the state's transportation system. Focus groups could also be used as a supplemental tool to investigate the public's perceptions of and reactions to specific issues or topics.

Several other states have introduced tools for incorporation public input into their short-term planning and project selection process. The conclusion of this report summarizes how three states – Florida, Minnesota and Maryland – have tackled this important issue of obtaining public

input in the process. Aspects of each state's experience are combined to arrive at a recommendation for (1) a decentralized project selection process that begins with public input at the district level; and (2) statewide public hearings to obtain public input regarding statewide needs and priorities.



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The focus group participants were:

### (1) Group 1: Major Transportation Issues

Darrell Brock	Karl Crase	Karen Davis
Leslie Fannin	Craig Fowler	Paul Hopper
Ted Hutchins	Kim Maffet	John McGarvey
Carolea Mills	Greg Shumate	David Valentine
Kevin Wilkins		

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Steve Nunn	Paul O'Flynn	Jonathan Payne
Ken Rehtin	Scott Scutchfield	Bill Wilson
Brent Wright	Linda Young	

### (3) Group 3: Paying for Transportation

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Joan Duncan	Jeff Hoover	Cindy James
Kevin Mays	Alan McGinnis	Bill Owen
Randy Schumaker	Lee Tatum	Lytle Thomas
Nan Waldrop	Tammy York-Day	

### (4) Group 4: Project Selection Process

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Mike Ridenour	Paul Tucker	Brook White
Kim Williams	Steve Wrinn	



# **Chapter 1**

## **INFORMATIONAL NEEDS OF THE TRANSPORTATION PLANNING PROCESS**

### **1.1 Overview**

Due to time constraints, work pressures and everyday processes, public input – information regarding public attitudes and perceptions of transportation needs and issues, as well as observations and suggestions for system improvement and project selection – are often not integrated into state transportation planning processes. As a result, citizen inputs may be lacking in the “prior to,” “during” and “outcomes” or performance components of the transportation planning process. As a consequence, state planning often proceeds without the benefit of the type of public input that can enhance transportation planning.

Despite the various physical measures of system quality, the overall “quality” of a state’s transportation system is ultimately determined by public perceptions. Such perceptions are often determined by the degree to which the system meets and is responsive to citizen and user needs. To the degree that transportation planning includes and is responsive to public needs, attitudes, and perceptions, the satisfaction level of system users and beneficiaries will be enhanced.

There are many ways to obtain public input including interviews, surveys, and focus groups, among others. Regardless of the source, the addition of public input into the transportation planning process can be valuable to the transportation planning and decision making process.

### **1.2 Study Purpose**

Given the importance of public input, this study was designed to: (1) consider the role of public input in the transportation planning process; (2) obtain citizen perceptions of system needs and development priorities in the state of Kentucky; and (3) use that experience as well as citizen input processes of other states to provide recommendations for ways and means of enhancing the role of public input in the planning process.

This report begins with a discussion of potential citizen input points in the planning process (which includes inputs prior to, during, and after projects and improvements have been implemented). Given this conceptual background, the report describes the methodology used to obtain information relevant to two of the input points (prior to and after implementation). This study component was accomplished by determining current citizen attitudes regarding a broad range of transportation issues. This revealed citizen perceptions of system needs as well as system adequacy. Drawing on this determination process (for obtaining public input pre- and post- planning) and “during” (within the planning process) citizen input strategies of selected states, the report provides recommendations for enhancing citizen input in overall transportation planning.

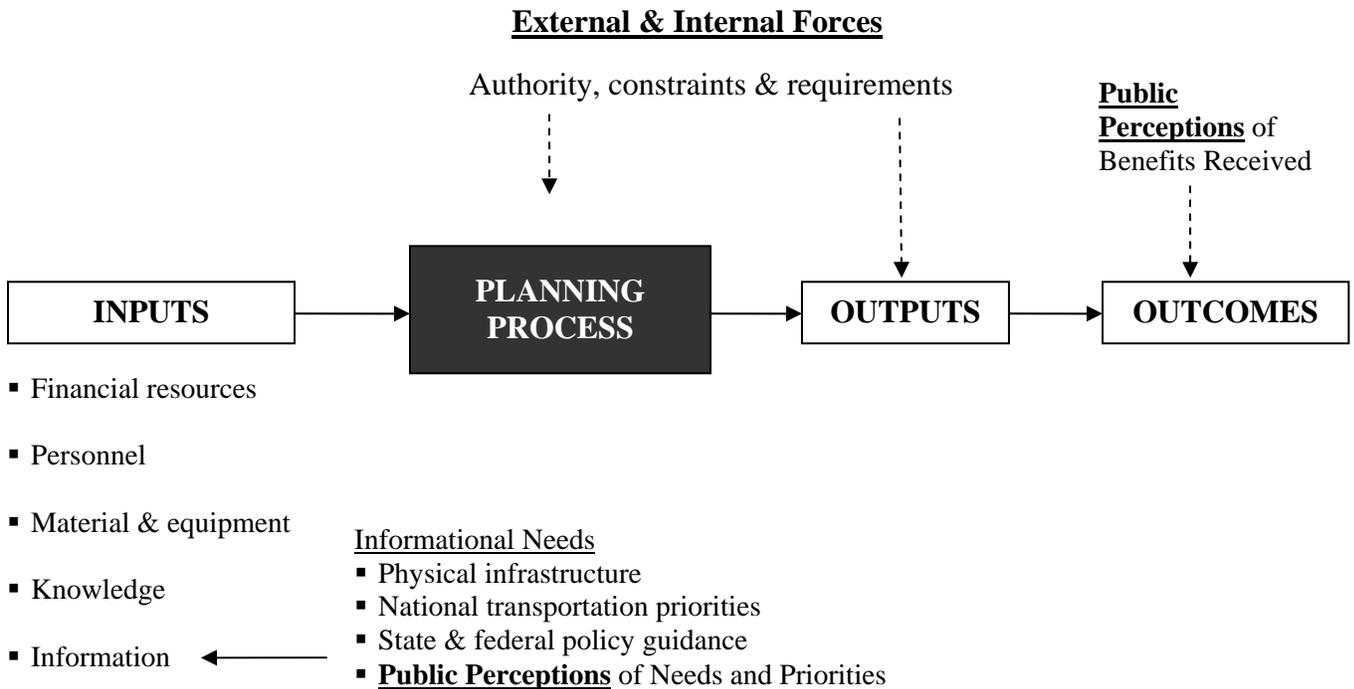
The citizen perceptions component of this study utilized telephone survey and focus groups to gauge the public's attitudes and perceptions regarding Kentucky's transportation needs, issues and priorities, and system satisfaction, among other important citizen inputs. The study then compared the findings of the citizen telephone survey with the attitudes and priorities of community leaders from the focus group session. These two public opinion assessment methods demonstrate that it is possible to obtain transportation-related public "environmental scanning type" input in a systematic manner. Combined with the experiences of other states studied regarding direct citizen input in the project and system planning process, this study suggests that it is feasible to introduce and benefit from enhanced public input in the transportation planning process.

### **1.3 The Role of Public Input in Statewide Transportation Planning**

Statewide transportation planning, both for long-term planning and short-term project selection and decision-making, is a complex undertaking involving personnel from multiple levels of government and various interest groups, with state and local governments having primary responsibility. In addition to governmental analysts and policy makers, citizens and stakeholders along with internal and external forces shape the outcomes of the planning process. Figure 1.3.1 depicts an overall model of transportation planning undertaken at the state level. Fundamental to this model is the concept that transportation planning can be viewed as a sequence of inputs, processes, outputs, and outcomes. These elements are defined as: (1) *Inputs* – resources used by the state Department of Transportation (DOT) for planning purposes, including money, people, material, equipment, knowledge, and information; (2) *Processes* – all activities and functions that consume and transform the inputs or resources into outputs and that add value to transportation planning; (3) *Outputs* – the products and services that are produced by the processes; and (4) *Outcomes* – delivery of the planning outputs to constituents and other transportation users.

As shown in Figure 1.3.1, the typical state transportation planning process requires a variety of inputs including financial resources, personnel, materials and equipment, and knowledge. The planning process also requires information regarding the conditions of a state's infrastructure, national priorities, and state and federal policy guidance. Moreover, input regarding public perceptions for needs, priorities and outcomes (highlighted in Figure 1.3.1) can enhance transportation planning. Given that the public will ultimately determine whether the planning process has achieved outcomes that match public needs and expectations, public perceptions regarding the outcomes of the planning and planning implementation process is valuable input into future planning and system development activities.

Figure 1.3.1 Transportation Planning Model



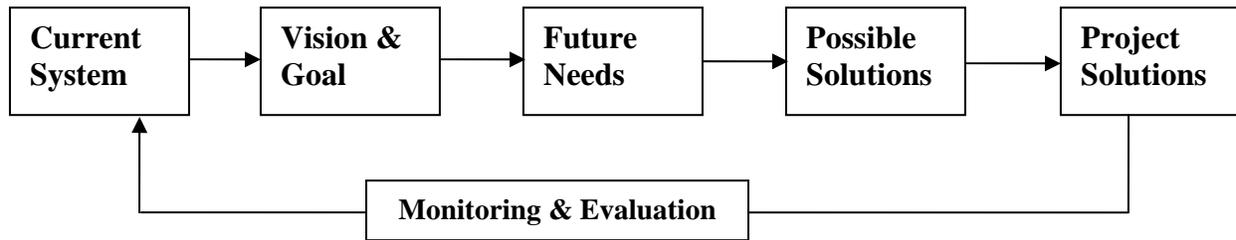
Source: Planning framework developed by the research team and adapted from Baird & Stammer (2000)<sup>1</sup>.

While citizen pre-planning inputs and outcome perceptions are valuable additions to transportation planning, the process can be further enhanced by having the planning staff continuously interact with the public during the actual planning process. Such discussions and exchanges can help insure that the transportation department’s interpretation of citizen perceptions of future needs are adequately accounted for in emerging transportation plans. This approach to citizen input is shown in Figure 1.3.3.

Figure 1.3.2 provides a graphical depiction of the FHWA planning process (which uses the various inputs and information described in Figure 1.3.1). The diagram describes the five-step process which occurs within state transportation departments (the “planning process” step of Figure 1.3.1). The diagram suggests that the state transportation planning process requires financial, personnel and related types of inputs, as well as other information including citizen input and perception of system needs. The typical transportation planning process does not, however, provide for public input during the actual process.

<sup>1</sup> Baird, M.E. & R.E. Stammer. 2000. Conceptual model to support systematic use of performance measures in state transportation agencies. *Transportation Research Record* 1706: 64-72.

Figure 1.3.2 Breakdown of the Transportation Planning Processes



Source: Adapted by the research team from the FHWA planning framework<sup>2</sup>.

As users of the transportation system, the public will ultimately determine the adequacy of a state's transportation system. Therefore, if user input regarding system needs, system goals, and potential plan and project solutions were available to transportation system planners during, as well as before the process, consumer satisfaction could be enhanced. Citizen reactions to priorities and needs during the project planning process would complement their overall assessment of system adequacy and needs (typically obtained prior to the project planning process).

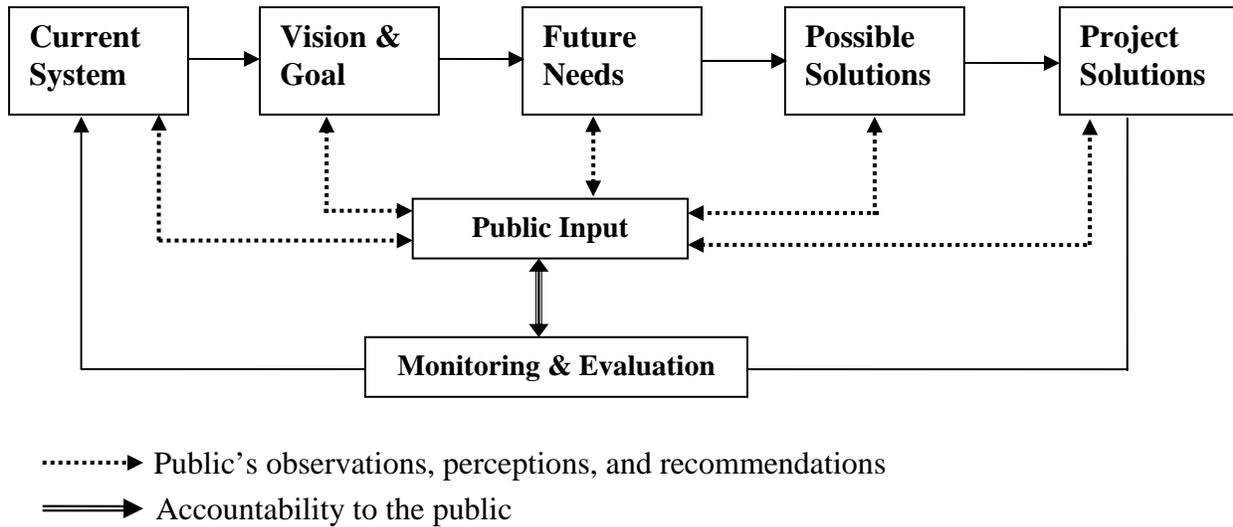
Figure 1.3.3 (a modification of the planning process model depicted by Figure 1.3.2) shows how public input should be continuously used to enhance the outcomes of the state transportation planning process. It suggests that the effectiveness of the state transportation planning process can be enhanced by including public input throughout the planning process rather than only including public input as a component of the "priors" of the planning process. Access to such continuous input would ensure that citizen perceptions of the current system, system goals and possible solutions are taken into consideration throughout the planning process. With such input, the department has greater assurance that project plans are in concert with public needs and values.

While state transportation planners may acknowledge the value of the public's inputs both before and during system and project planning processes, they often do not actively seek out such input. This hesitancy could be because their state's planning process does not require such input or it may be because the planning process lacks the mechanisms to efficiently and effectively provide citizen input. Earlier input regarding public attitudes during the short and long-term planning process can eliminate concerns and provide meaningful insights that transportation planners can use to produce greater public support and satisfaction.

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<sup>2</sup> FHWA. n.d. A Citizen's Guide to Transportation Decisionmaking. Publication no. FHWA EP-01-013. <http://www.fhwa.dot.gov/planning/citizen> (Accessed August 29, 2005).

Figure 1.3.3 Publicly-Driven Model of Transportation Planning



Source: Figure 1.3.2 modified by the research team.

## 1.4 Research Strategy

A two-phased research strategy was utilized to address the research objective. First, citizen survey and community leader focus groups were undertaken to assess public perceptions of the transportation issues, needs and priorities, and attitudes regarding the state's transportation system and the planning process. Information from such an assessment, as shown in Figures 1.3.1 and 1.3.3, is important as an input “prior” to the planning process. Second, findings from the survey and focus groups provide insight for developing recommendations for obtaining “during” planning process citizen input.

### **Phase 1: Obtaining Public Perceptions and Attitudes Regarding Transportation Issues**

The purpose of this phase was to obtain information of how Kentuckians perceive the state's transportation system and their attitudes toward certain transportation issues. It utilized two instruments to gauge public opinion. The first was a telephone survey of Kentucky adults to obtain their attitudes and perceptions regarding various transportation issues. The second was a series of focus groups which discussed issues emerging from the statewide survey.

#### **Telephone Survey**

The telephone survey instrument was developed by the Kentucky Transportation Center research team and administered by Horizon Research International to a random sample of 800 Kentucky adults. Survey findings are discussed in Chapter 2 and the completed survey results are included in Appendix A.1. The topics and issues addressed in the survey included:

- (1) Driver characteristics
- (2) Transportation issues
- (3) Highway safety
- (4) Dedicated funding for transportation
- (5) Traffic enforcement
- (6) Transportation system management and administration
- (7) Transportation planning and project selection

### **Focus Groups**

The focus group sessions were designed to clarify the findings and results of the telephone survey and to obtain other perceptions and recommendations not captured during the survey. Four focus group sessions were held with community leaders from the 2005 class of Leadership Kentucky. Each focus group addressed a different transportation issue. The issues discussed were:

- (1) Major transportation issues
- (2) Identification of investment needs
- (3) Transportation finance
- (4) Project selection process

### **Phase 2: Analysis and Recommendations**

The second phase of the study involved a comparison and analysis of the results of the telephone survey and the focus groups to determine consistency of perceptions of the various issues by the general public and community leaders regarding specific issues (such as needs, system quality, special problems and system financing). Survey results are presented in Chapter 2 while the focus groups' insights and perceptions are discussed in Chapter 3. Chapter 4 summarizes the results of the two public opinion instruments and identifies consistent views and areas of agreement or disagreement regarding solutions for issues raised in the study phases. Chapter 5 discusses implications of the study's findings and presents recommendations for how greater public input can be incorporated into the planning process.

**Chapter 2**  
**CITIZENS' PERCEPTIONS OF KENTUCKY'S TRANSPORTATION NEEDS AND PRIORITIES**

**2.1 Survey Overview**

To obtain information of Kentuckian's perceptions regarding the state's transportation system (particularly with respect to processes, needs and priorities), a survey instrument addressing issues such as system quality, highway safety, transportation finance and project funding, traffic enforcement, management and administration, and project planning and selection, was developed. All survey questions and their responses are included in Appendix A.1. The survey focused on personal rather than commercial drivers' experiences and was responded to by a random sample of 800 adult Kentuckians. This sample size allows for a statistically-significant representation of Kentucky residents. The sample had a distribution of 44% male and 56% female, and 51% residents of urban counties and 49% residents of rural counties, of which 94% were licensed drivers. 28% of the respondents were from the Eastern/Southeastern region of the state, 51% from the Central part of the state, and the remaining 21% from the Western/Southwestern region. Appendix B of this report includes a map of the state that delineates the different regions. The age distribution of the respondents were also somewhat representative of the Kentucky adult population, although there are some indications of oversampling of the over 45 population. A comparison of the survey sample and the Kentucky adult population (from Census 2000 data) is presented in Table 2.1.1.

Table 2.1.1 Comparison of the Survey Sample and the Kentucky Adult Population

	<b>Survey Sample</b>	<b>Kentucky</b>
<b>Gender</b>		
Male	44%	49%
Female	56%	51%
<b>Educational Attainment</b>		
Less than High School	13%	9%
High School Graduate	64%	74%
Four-year College Degree or Greater	23%	17%
<b>Age</b>		
Less than 24	6%	10%
25 to 34	12%	20%
35 to 44	19%	23%
45 to 54	22%	15%
55 to 64	19%	14%
Over 65	22%	18%

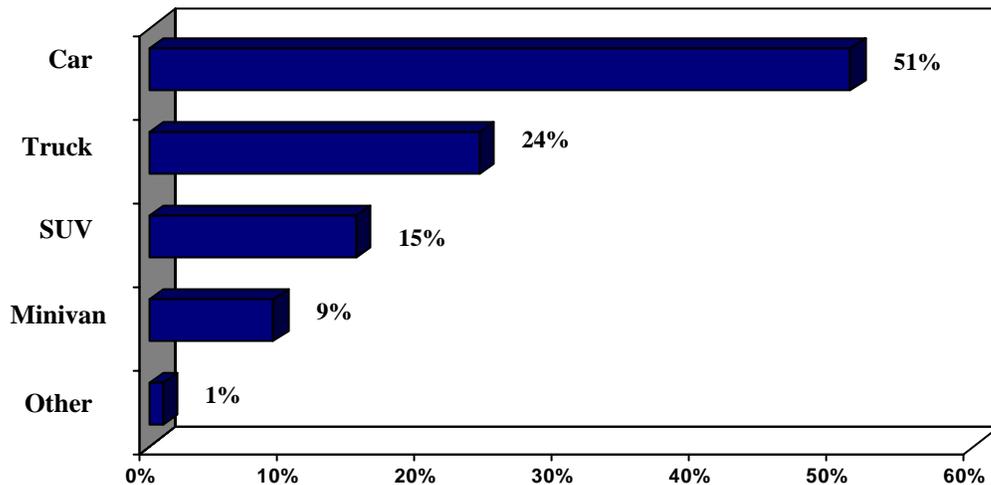
Source: Compiled from citizens' perceptions survey findings.

## 2.2 Driver Characteristics and Driving Behavior

The survey indicated that Kentucky drivers travel an average of 12,843 miles per year. The survey indicated that there was not a significant difference in the miles traveled between urban and rural respondents. Respondents reported that approximately 82% of their vehicle travel is within Kentucky and that their travel was for a wide variety of purposes. Respondents reported that 38% of their driving trips were for recreation and shopping, 34% for commuting to and from work or school, 8% for work purposes, and 20% for other activities.

The types of vehicles driven by Kentucky citizens are summarized graphically in Figure 2.2.1. There is an almost even split between drivers of cars (51%) and larger passenger vehicles such as trucks, SUVs, and minivans (48%).

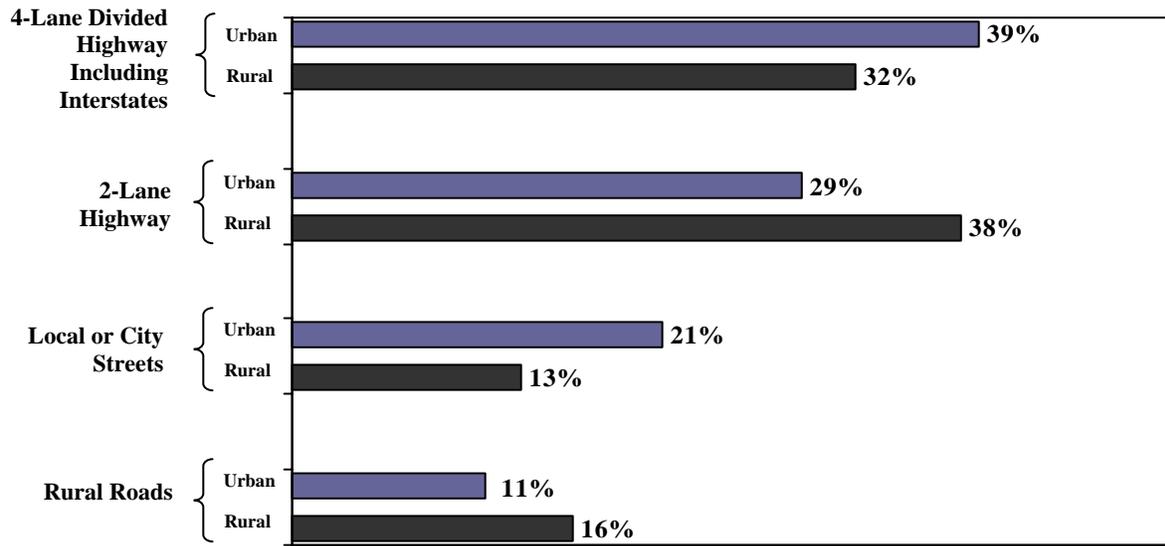
Figure 2.2.1 Type of Vehicle Driven by Respondents



Source: Compiled from citizens' perceptions survey findings.

Figure 2.2.2 summarizes the findings regarding the types of road and highways traveled by urban and rural respondents. The respondents were asked to indicate the percentage of their driving that occurred on different categories of road types. For each category, there were statistically significant differences in driving behavior between urban and rural drivers.

Figure 2.2.2 Driving Behavior on Selected Road Types



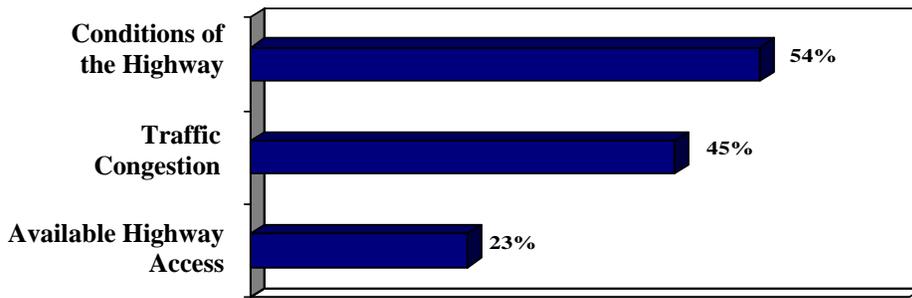
Source: Compiled from citizens' perceptions survey findings.

### 2.3 Transportation Issues

The perceived leading transportation issue was investigated by an open-ended question which asked the survey respondents to identify the most important transportation issue facing the state. 31% of all respondents (35% of rural respondents and 28% of urban respondents) mentioned some aspect of road maintenance and/or repairs as the most critical transportation issue facing the state. The second most frequently raised issue was dangerous or reckless drivers, mentioned by 16% of survey respondents (19% of rural respondents and 14% of urban respondents). Other issues were traffic congestion, mentioned by 12% of urban respondents, and potholes, mentioned by 9% of respondents.

Respondents were also asked to rate their relative concern regarding three broad issues often considered when transportation priorities are discussed. The survey responses regarding these issues (conditions of highways, traffic congestion and available highway access) are summarized in Figure 2.3.1. Of these broad categories, respondents expressed most concern for the condition of the highway system, followed by traffic congestion. Availability of highway access was a distant third with only 23% of the drivers surveyed responding that they were extremely concerned about highway accessibility.

Figure 2.3.1 Concern Over Selected Transportation Issues (based on the percentage of respondents expressing extreme concern)



Source: Compiled from citizens' perceptions survey findings.

## 2.4 Highway Safety

27% of the drivers surveyed rated the overall safety of Kentucky's roads and highways as excellent or very good while 45% rated it as good. This suggests that users of the state's roads and highways perceive them as being adequately safe. Combining this finding with an earlier finding that respondents were concerned with dangerous or reckless drivers suggests that while the roads and highways may be perceived as being safe, the drivers using the transportation system may not be. Excessive speed seemed to be the overwhelming cause for concern among both urban and rural drivers (60% of respondents expressing concern – 57% for urban and 62% for rural respondents). For rural drivers, safety of the two-lane roads was also a priority concern, with 55% of rural respondents expressing concern over this safety issue.

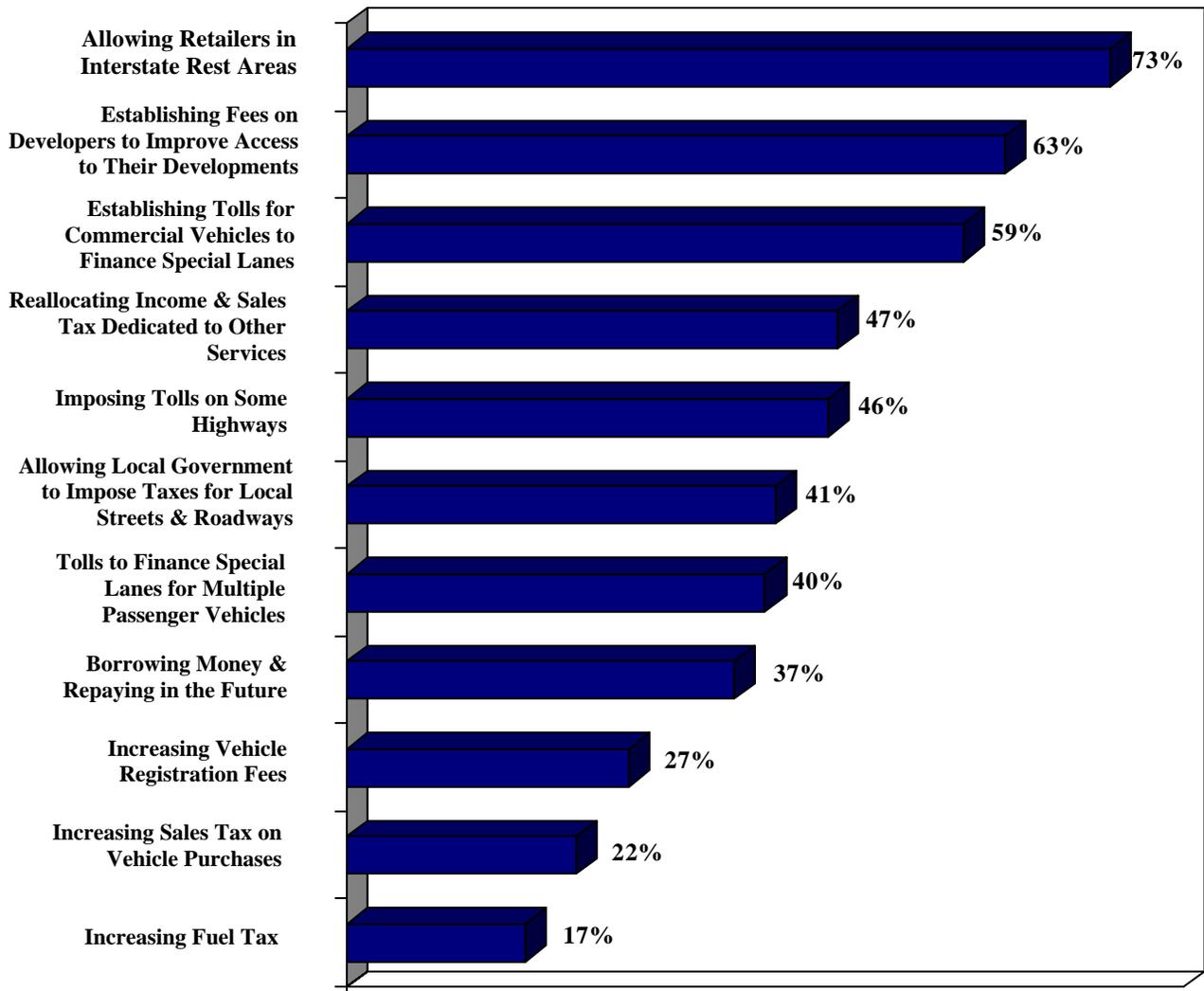
Both urban and rural areas were overwhelmingly in favor of using electronic information signs to alert drivers to accidents and traffic, with 80% of respondents stating that it was very important. 70% of respondents also perceived it to be important to have dedicated lanes for truck traffic. In addition, 72% of the drivers surveyed expressed support for using cameras at intersections to improve safety and traffic law compliance.

As indicated earlier, survey respondents mentioned dangerous or reckless drivers as being an important transportation issue. This sentiment carried over to their perceptions of highway safety as well. Urban and rural drivers were equally supportive of having stricter qualification standards for obtaining driver's licenses, with 74% of respondents in each group supporting this transportation safety policy. 69% of respondents also supported requiring periodic testing for driving qualification.

## 2.5 Transportation Finance

The next section of the survey focused on possible sources of additional funding for the state's highway system. Eleven supplemental transportation finance options were presented and the public's support for or opposition to each option was assessed. These eleven options are presented in Figure 2.5.1 and the level of support for each option, measured as the percent of respondents that supported the option, are also shown.

Figure 2.5.1 Support for Transportation Financing Strategies (based on the percentage of respondents that strongly support or somewhat support the financing strategy)



Source: Compiled from citizens' perceptions survey findings.

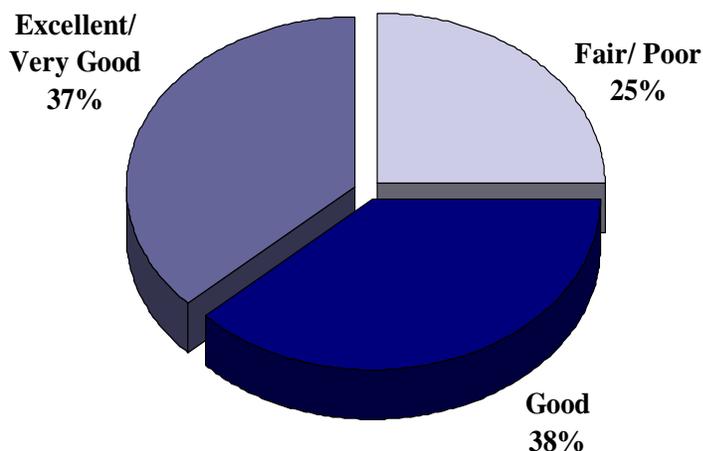
There was overwhelming support for the option of leasing rest area space for commercial and retail activities (73% support) and for establishing developer fees to improve access to new developments (63% support). Respondents reacted strongly to options related to raising existing

fees. In particular, 53% of respondents were strongly opposed to increasing the fuel tax, 46% were strongly opposed to increasing the sales tax on vehicle purchases, and 41% were strongly opposed to increasing vehicle registration fees. There was also stronger opposition to general tolls (i.e. tolls on all vehicles) than there was support for, with 26% of respondents strongly opposed to imposing tolls on some highways (versus 12% being strongly supportive) and 24% strongly opposed to imposing tolls on all vehicles for the purposes of financing multiple passenger vehicle lanes (versus 12% in strong support).

## 2.6 Traffic Enforcement

Overall, survey respondents positively perceived the enforcement of traffic laws and regulations. As Figure 2.6.1 shows, 75% of the transportation users surveyed had at least a good to excellent perception of the overall traffic enforcement in the state. This observation held for both urban and rural respondents alike.

Figure 2.6.1 Overall Perception of Traffic Enforcement



Source: Compiled from citizens' perceptions survey findings.

## 2.7 Transportation System Management and Administration

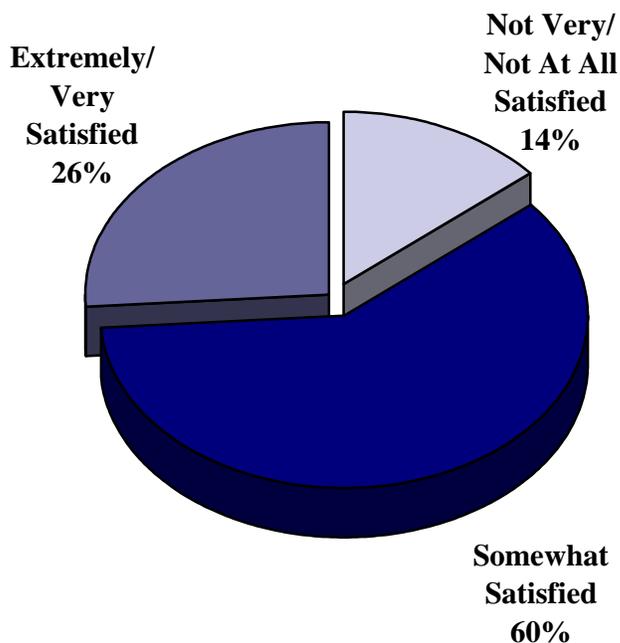
The citizens' perceptions survey also sought to gauge the public's view of the Kentucky Transportation Cabinet's responsiveness to the state's and local community's transportation needs. Respondents from rural counties perceived the Cabinet to be somewhat more responsive to state transportation needs than did those from urban counties. 25% of rural respondents rated the Cabinet's responsiveness as excellent or very good, compared to 18% of urban respondents. 38% of all respondents perceived the Cabinet's responsiveness to state transportation needs as fair or poor. From the perspective of local community transportation needs, 18% of respondents

perceived the Cabinet’s responsiveness positively (excellent or very good). A larger majority (44%) considered the Cabinet to be unresponsive to local transportation needs.

## 2.8 Transportation Planning and Project Selection

When asked about their level of satisfaction with transportation projects that are selected for construction in Kentucky, most citizens surveyed responded that they were somewhat satisfied (see Figure 2.8.1). The responses were similar for urban and rural respondents. Only 26% of transportation system users responded that they were extremely or very satisfied with the state’s transportation project selection. Of this, only 3% were actually extremely satisfied.

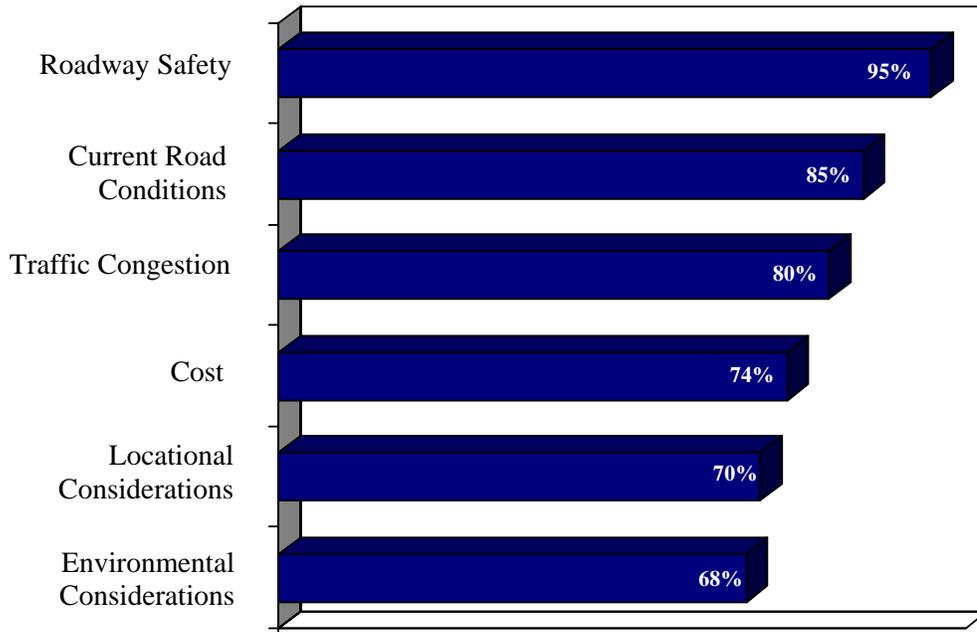
Figure 2.8.1 Overall Satisfaction with Planning and Project Selection



Source: Compiled from citizens’ perceptions survey findings.

In an effort to understand the factors that the public believed were important for transportation project selection, a list of six possible selection criteria was presented and respondents were asked to rate how important they perceived each criterion. The survey responses for these criteria are summarized in Figure 2.8.2. This chart shows the percentage of respondents that rate each criterion as being extremely or very important to project selection. Roadway safety, road conditions, and traffic congestion were the three most important project selection criteria identified by the transportation users surveyed in this study.

Figure 2.8.2 Importance of Project Selection Criteria (based on the percentage of respondents that rated the criterion as extremely or very important).

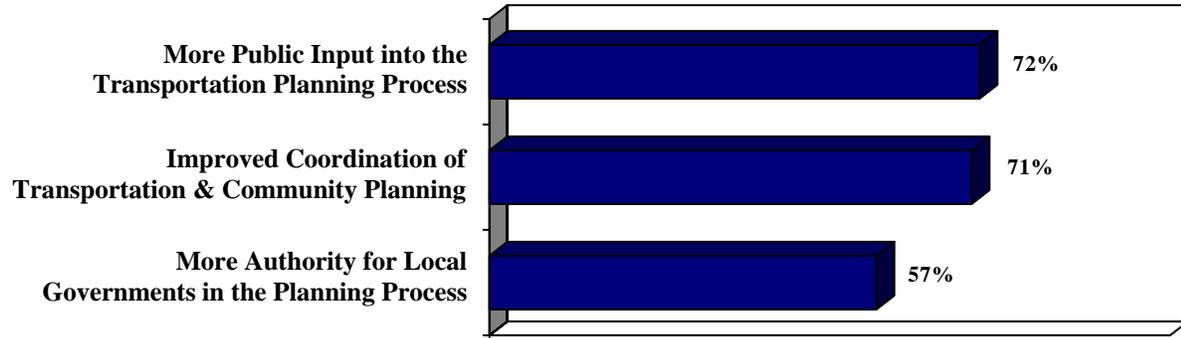


Source: Compiled from citizens' perceptions survey findings.

Questions were also posed regarding possible changes to the transportation project selection process. Possible changes in the project selection process included more citizen input, improved coordination between transportation planning and community development, and greater local government authority in the project selection process. The responses to these possible changes and their importance ratings are summarized in Figure 2.8.3. In addition, survey respondents were asked whether they supported or opposed increasing the roles of certain individuals or groups in the project selection process. The findings pertaining to this series of questions are presented in Figure 2.8.4.

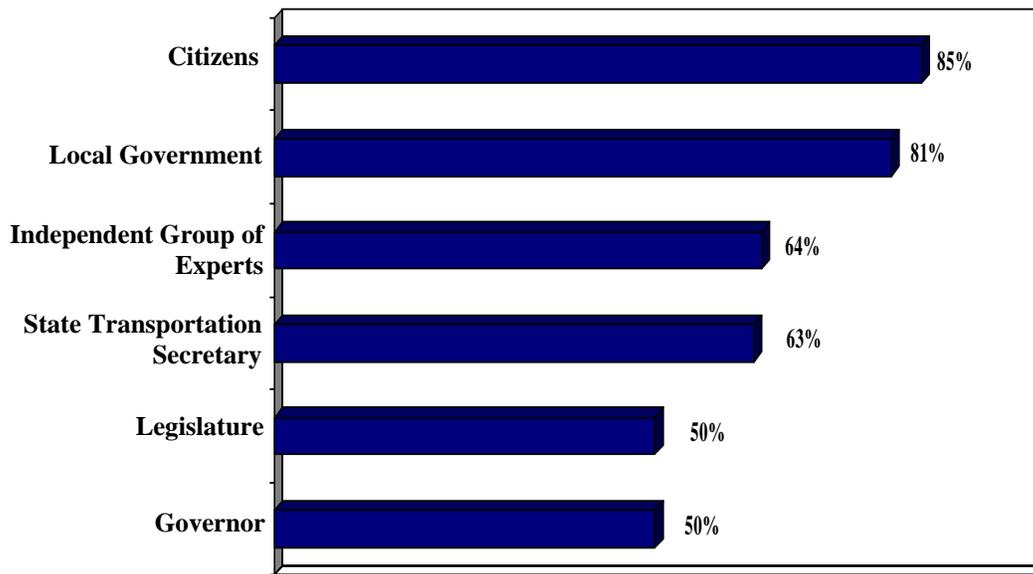
Combining the findings shown in Figures 2.8.3 and 2.8.4, the consensus of Kentucky citizens regarding project selection processes appears to be that citizens should play a greater role in project selection and that local governments should become more active in the process. There appears to be limited support for increased legislative and gubernatorial involvement in the project selection process. The latter result is not surprising, however, given that the legislature and the Governor are the most visibly active players in the current project selection process.

Figure 2.8.3 Importance of Potential Changes in the Transportation Project Selection Process (based on the percentage of respondents that rated the proposed change as extremely or very important).



Source: Compiled from citizens' perceptions survey findings.

Figure 2.8.4 Importance of Increasing Roles of Certain Individuals or Groups in the Project Selection Process (based on the percentage of respondents that rated the individual or group as extremely or very important).



Source: Compiled from citizens' perceptions survey findings.

## **2.9 Public Transportation**

The research team also surveyed urban respondents regarding their perceptions of the adequacy of public transportation systems in their cities or counties. Of particular interest was the utilization of and satisfaction with public transportation infrastructure and services. However, only 11% of the 408 urban respondents reported that they had used public transportation in the previous year. This provided a very small base upon which to gauge their satisfaction with their public transportation systems. Of the few respondents who used public transportation, 35% were extremely or very satisfied with the public transportation they have used, 48% were somewhat satisfied, and 17% were not very satisfied or not at all satisfied with the public transportation in their city or county.

## **Chapter 3**

### **COMMUNITY LEADERS' OBSERVATIONS REGARDING TRANSPORTATION NEEDS AND PRIORITIES**

Kentucky community leaders' observations and recommendations regarding the state's transportation needs and priorities were obtained from focus groups consisting of members of the Leadership Kentucky Class of 2005. Members of Leadership Kentucky represented numerous communities throughout the state and represented a variety of public and private sector industries. The Leadership Kentucky Class was divided into four focus groups to discuss and express opinions regarding major issues included in the citizen survey. The focus group sessions were designed to assist the research team in achieving a more in-depth understanding of the citizen survey responses and to determine if the transportation system perceptions of community leaders and general citizens were similar (or different). This chapter discusses the perceptions, opinions and recommendations of the four Leadership Kentucky focus groups.

#### **3.1 Leadership Kentucky and the Focus Group Participants**

The participants in the focus groups were members of the Leadership Kentucky Class of 2005. A non-profit educational organization, Leadership Kentucky was created in 1984 with the goal of bringing together selected individuals possessing a broad variety of leadership abilities, career accomplishments, and volunteer activities, to gain insight into complex issues facing the state.

The Leadership Kentucky focus group sessions were held on June 9, 2005 in the State Capitol in Frankfort, Kentucky. Each focus group discussion was led by two facilitators and considered one of four major issue areas included in the completed citizen survey. The 48 participants from Leadership Kentucky were divided into four groups – with each having between 10 and 14 participants. The four focus groups were:

- Focus Group 1: Major Transportation Issues
- Focus Group 2: Transportation Investment Needs
- Focus Group 3: Transportation Finance
- Focus Group 4: Project Selection Process

At the end of the individual group sessions, participants in each group ranked issues or recommendations discussed in their session. The entire Leadership Kentucky group then came together for a polling of these issues or recommendations. The rankings of the focus groups and the polling by the entire Leadership Kentucky participants were then compared and analyzed by the research team. The overall Leadership Kentucky group poll is summarized in Section 3.6. A list of the focus group discussion questions and the voting list for each group are included in Appendix A.2.

The demographics for the entire Leadership Kentucky group and the four topical focus groups are summarized in Table 3.1.1. This table shows both the percentages and the actual number of

participants (in parentheses). 17% of participants were from rural or unincorporated areas and 36% were from cities with populations less than 50,000. Comparing this to the survey respondents – 51% of whom were residents of urban counties and 49% were residents of rural counties – indicates a similar urban-rural distribution. Respondents from the survey were split almost 50/30/20 between the Central, Eastern/Southeastern, and Western/Southwestern regions. In contrast, participants in the Leadership Kentucky focus groups were predominantly from the Central region of the state, with only 7% of participants from Eastern/Southeastern Kentucky and 20% from Western/Southwestern Kentucky.

Table 3.1.1 Demographic Characteristics of Focus Group Participants

	All Participants	Group 1: Major Transportation Issues	Group 2: Identification of Funding Need	Group 3: Paying for Transportation	Group 4: Project Selection Process
<b>Region of the State</b>					
▪ Eastern/Southeastern	7% (3)	0% (0)	9% (1)	11% (1)	7% (1)
▪ Central	73% (33)	73% (8)	64% (7)	67% (6)	86% (12)
▪ Western/Southwestern	20% (9)	27% (3)	27% (3)	22% (2)	7% (1)
<b>Rural/Urban</b>					
▪ City with population greater than 50,000	47% (22)	25% (3)	45% (5)	70% (7)	50% (7)
▪ City with population less than 50,000	36% (17)	50% (6)	55% (6)	20% (2)	21% (3)
▪ Rural or unincorporated area	17% (8)	25% (3)	0% (0)	10% (1)	29% (4)
<b>Occupation/Industry</b>					
▪ State government	8% (4)	0% (0)	17% (2)	10% (1)	7% (1)
▪ Local government	6% (3)	8% (1)	17% (2)	0% (0)	0% (0)
▪ Private sector/business	60% (29)	83% (10)	33% (4)	60% (6)	75% (9)
▪ Non-profit	15% (7)	8% (1)	17% (2)	20% (2)	14% (2)
▪ Education	10% (5)	0% (0)	17% (2)	10% (1)	14% (2)

Note: percentages may not add up to 100% due to rounding.

Source: Compiled from focus group data.

These differences between focus group participants and survey respondents can be seen as both an advantage and a disadvantage. The purpose of the focus groups was to (1) clarify some of the findings and results of the citizen survey, and (2) obtain other perceptions and recommendations not captured by the survey. Given the first purpose, the differences between the two groups may be a disadvantage because the clarification provided by the focus groups may not be accurate because participants in the focus group may not fully reflect the perceptions of the citizens responding to the survey. However, this does not pose a significant problem, because the diversity of the focus group participants may allow them to speak for the general public. Furthermore, the focus group activity was to obtain thoughts and perceptions not captured by the survey and to develop recommendations that may aid in transportation planning for Kentucky. From this perspective, the between-group differences are beneficial, since the focus group then represents a different audience (community leaders) from which to gauge the perceptions of Kentucky’s citizens regarding the transportation system, and identify their recommendations for improved transportation planning.

### **3.2 Major Transportation Issues Focus Group**

The first focus group consisted of 12 participants with mostly private-sector experience and predominantly from the central region of the state. The emphasis of the focus group discussion was on determining major issues facing Kentucky's transportation system. The initial list included issues such as lack of public transportation; safety of commercial vehicles; underutilization of rail and river and over utilization of roads and highways; insufficient airports; high fuel costs; need for better long range strategies and planning; congestion; dangerous and reckless drivers; urban sprawl; and high fuel costs. Further discussion collapsed the list into five broad categories. These categories were: (1) over utilization of roads and highways as the means of moving people and goods; (2) improved planning that addresses economic development, long-range funding and sustainability, and timeliness of planning and implementation; (3) urban sprawl; (4) fuel costs that are sufficiently high to pose a challenge for the average citizen but that are low relative to other states thus being an opportunity to increase revenue by raising the fuel tax; and (5) other issues that include the lack of public transportation, rising congestion, and safety of commercial drivers.

The final item on the discussion agenda was for participants to vote on the top transportation issues facing the state. The three issues that received the most votes were, in order of votes received:

- (1) The need for transportation planning that considers economic development factors;
- (2) The need for long-range transportation strategies;
- (3) Traffic congestion.

Of these top issues, only traffic congestion appeared on the list of top issues provided by survey respondents. The top transportation issues that made the survey respondents' list were mostly (1) visible issues such as congestion, highway and road conditions such as potholes, and maintenance; and (2) issues faced by or experienced by the average citizen, including gas prices, dangerous truck traffic, and reckless drivers. In contrast, the Leadership Kentucky focus group considered community-based transportation issues rather than the personal experience concerns which tended to be emphasized by the citizen survey participants. The leadership group tended to raise broader issues such as planning and execution of transportation system improvements.

### **3.3 Transportation Investment Needs Focus Group**

The second focus group had 12 participants who resided in cities with populations greater than or less than 50,000; so there were no representatives from rural or unincorporated areas. This focus group discussion was oriented toward identifying transportation investment needs for the state. The discussion began with focus group participants suggesting specific transportation needs. The suggestions included (1) transportation infrastructure improvements such as additional roads and bridges (including tollroads and parkways), improved airport facilities, resurfacing and maintenance of existing roads and bridges, and the introduction of bicycle lanes; (2) improved driving conditions such as through drivers education in schools, higher speed limits, and better

traffic management; and (3) other non-highway needs such as additional air access in Southeastern Kentucky, public transit, and research on alternative fuels.

Once the initial list was developed, participants voted on what they perceived to be the most important transportation investment needs for the state. The top five investment needs identified during the focus group, and the reasons provided by focus group participants for these needs, were:

- (1) Improving public transit. It is an economically viable option that saves drivers and commuters time and fuel, and saves taxpayers from the cost of repairing pavement damage and maintaining road conditions.
- (2) Improving road maintenance and resurfacing. There are safety issues associated with maintaining good roads, and most residents of the state need good roads to access the larger cities such as Lexington and Louisville.
- (3) Additional tollroads and parkways. Tollroads and parkways can provide residents of many of Kentucky's small towns with direct access roads to travel from point A to point B.
- (4) Research on alternative fuels – alternative fuels affect the health and environment, and if Kentucky can develop a viable alternative fuel option it can sell the fuel to other states.
- (5) Rural road improvements. New roads in rural areas can facilitate economic development.

A slightly different question was also asked: “given the limited funds available for transportation improvements, what should the funds be spent on?” In response to this question, participants were evenly split between two transportation investment needs: (1) road maintenance and resurfacing, and (2) improving rural roads. This suggests that while public transit and tollroads/parkways represent important transportation needs, community leaders in the state agree that Kentucky's limited transportation investment funds should best be used to maintain existing roads and adding rural road capacity.

### **3.4 Transportation Finance Focus Group**

The third focus group was the smallest group with 10 participants, most of whom were from cities with populations greater than 50,000. This focus group discussed issues relevant to how Kentucky should pay for its transportation system. The focus group discussion began with participants' input as to the fairness and equity of Kentucky's current transportation finance structure. Most participants were surprised by the differences in motor fuel tax, usage tax, and licensing fees between Kentucky and surrounding states. On the topic of revenue sufficiency, there was group consensus that current Road Fund resources are neither adequate nor sufficient to meet road maintenance and construction needs. Participants also introduced the issue that citizens do not want to pay for transportation, wanting instead for businesses to bear the cost of constructing and maintaining the state's roads and highways. Because of the overall agreement that Road Fund revenues are insufficient, the discussion also addressed how additional revenues should be raised. Some of the suggestions that were discussed and voted on included (1) increasing the personal vehicle registration fee; (2) increasing the gasoline tax to a level comparable with other states; (3) using tolls for new highways and expansion; (4) imposing

advertising fees for roadside signage; (5) creating taxes based on vehicle efficient; (6) merging the Road Fund into the General Fund; and (7) privatizing roads.

Of the initial suggestions, the top three recommendations for raising additional revenues were:

- (1) Increase the gas tax comparable to other states;
- (2) Increase personal vehicle registration fees;
- (3) Impose fees for roadside advertising.

### **3.5 Project Selection Process Focus Group**

The fourth focus group was the largest group with 14 participants. Most of the participants were from Central Kentucky. Compared to other focus groups, this group also had the most participants from rural or unincorporated areas. The focus of this group's discussion was to understand participants' perceptions of the overall road/highway project selection process and their recommendations for improving the process.

Participants' perceptions and understanding of the project selection process were based on several characteristics, including (1) political aspects of the process such as how contractors and project locations can influence the decision making; (2) complexity of the process because of lengthy development time and large project expense; and (3) planning that is regional and requiring an integrated long-range planning. In addition, participants noted that the project selection process is often taken for granted by citizens of the state.

Focus group discussion also centered on aspects of the project selection process that participants were most concerned about. Among the positive aspects of the process that instilled confidence were local and representative involvement in the process, the checks and balances that ensure the most important projects are most likely to be pursued, the frequent revisions to the Six-Year Plan, and that the process takes economic development into account in project selection. On the other hand, politics, safety concerns, inaccurate projections, and decision making that may not be fact-based, are aspects of the process identified by the participants as being cause for concern.

Participants also listed reasons why the transportation project selection process is better than other "public decision processes." These reasons included the process (1) being the subject of monitoring and observation by many different individuals and parties; (2) involving more planning than any other government activity; and (3) involving decision making regarding permanent improvements. The group felt that the transportation project selection process was worse because (1) there are too many parties and stakeholders involved; (2) project completion involves lengthy time frames; (3) much bureaucracy is involved; (4) the process lacks long-range clear vision; and (5) the process (and the selected projects) often yield unintended consequences.

The focus group discussion also addressed participants' recommendations for improving the process. This led to a 10-item list, from which participants identified their top recommendations. The group was polled to determine how they ranked the importance of the listed

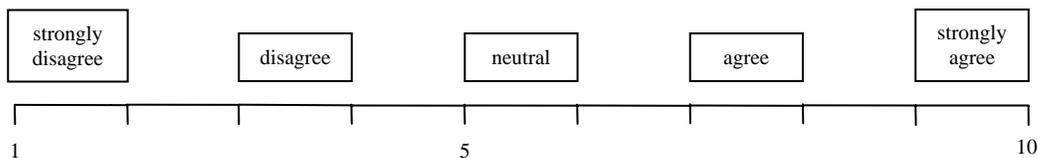
recommendations. These recommendations were then collapsed into four recommendations. The recommendations were:

- (1) Develop a statewide master plan;
- (2) Evaluate projects (and process) to determine best practices;
- (3) Involve all stakeholders through a transparent process;
- (4) Minimize political trade-offs.

### 3.6 Leadership Kentucky Issues Poll: Overall Perceptions and Recommendations

The Leadership Kentucky focus group sessions were concluded with a group poll. All 48 participants were asked to rank or respond to the top issues or recommendations emanating from the discussions and rankings of the major issue focus groups. Participants were asked to indicate their level of agreement with each statement or item listed in the left-hand column of Table 3.6.1. This level of agreement was measured on a scale of 1 to 10, with 1 being the lowest level of agreement (i.e. strongly disagree) and 10 being the highest level of agreement (i.e. strongly agree). For the analysis of the voting behavior, values in excess of 8 were considered as being in strong agreement; between levels 5 and 6 were considered neutral or indifferent; and value less than 3 were considered as indicators of strong disagreement. Figure 3.6.1 summarizes this categorization scheme.

Figure 3.6.1 Categorization of Agreement/Disagreement Used in the Leadership Kentucky Poll Analysis



Source: categorization as determined by the research team.

The overall means and standard deviations for the polled items are presented in Table 3.6.1. The mean scores from the Leadership Kentucky issues poll are also summarized in Appendix A.3 and categorized by geographic region, rural-urban classification, and industry sectors. Higher means suggest greater participant agreement with the item or statement. High standard deviations are indicative of votes that were widely dispersed, suggesting that there was little consensus among the participants. Large standard deviations can also be read as a sign that there is not much concurrence among participants as to their levels of agreement regarding the item. An item with a high (low) mean and small standard deviation can be interpreted as an item with which participants consistently agree (disagree). An item with a high (low) mean and large standard deviation, on the other hand, can be interpreted as an item that while most participants agree (disagree) with, other participants may be neutral or disagree (agree). Of the poll items, recommendations for generating additional revenues had higher standard deviations or spreads, while major transportation issues had among the lowest spreads. In Table 3.6.1, the issues or

recommendations within each discussion category are listed in order of decreasing mean scores. As such, issues or recommendations with the highest mean scores are listed first.

Table 3.6.1 Overall Group Voting Scores

<b>Poll Items</b>	<b>Mean Score</b>	<b>Standard Deviation</b>
<b>Major transportation issues facing the state of Kentucky</b>		
The need for transportation planning that considers economic development factors	9.0	1.4
The need for long-range transportation strategies	8.6	1.6
Traffic congestion	6.9	2.4
<b>Most important transportation investment needs for the state</b>		
Improving resurfacing/maintenance.	7.1	2.2
Improving public transit	6.2	2.3
Researching alternative fuels	5.7	2.8
Rural road improvements	5.6	2.8
Additional toll roads/parkways	5.1	3.1
<b>Recommendations for raising additional transportation revenues</b>		
Charge advertising fees for roadside signs	6.7	3.3
Increase motor fuel taxes	6.3	3.4
Increase personal vehicle registration fees	5.6	3.4
Tax vehicles based on fuel efficiency or vehicle types	4.9	3.3
Merge Road Fund with General Fund	2.7	3.0
<b>Recommendations for improving the project selection process</b>		
Develop statewide master plan	8.5	2.1
Evaluate successful projects to determine best practices	7.5	2.8
Minimize political trade-offs	6.9	3.8
Involve all stakeholders through a transparent process	6.6	3.2

Source: Compiled from the Leadership Kentucky polling data.

## **Transportation Issues**

Participants were asked to vote on the three most important transportation issues facing the state of Kentucky, as identified in the focus group. The three issues that were polled were: (1) traffic congestion; (2) the need for long-range transportation strategies; and (3) the need for transportation planning that considers economic development factors. Of these issues, transportation planning that takes economic development into account had the highest mean, followed by the need for long-range transportation strategies, and finally traffic congestion.

Regarding traffic congestion, 30% of participants were strongly in agreement and another 30% were in agreement with it being a major transportation issue facing the state. Surprisingly, traffic congestion seemed to be much more of an issue for participants from Eastern/Southeastern Kentucky (mean of 7.3) and for participants from rural unincorporated areas (mean of 7.4). Representatives from the Western/Southwestern part of the state and from towns with

populations less than 50,000 were less likely to agree with traffic congestion being a major transportation issue (means of 6.7 for both groups).

There was much greater agreement with the need for long-range transportation strategies as a transportation issue. The overall mean score was 8.6, with 61% of participants expressing strong agreement. Participants from the Eastern/Southeastern part of the state expressed more agreement (mean of 9.7) compared to those from other regions of the state (mean of 8.5 for Central Kentucky and 8.6 for Western/Southwestern Kentucky).

Leadership Kentucky participants expressed the greatest agreement with the third item listed as a major transportation issue – the need for transportation planning that considers economic development factors. The overall mean was 9.0 and 93% of participants expressed some level of agreement (70% strongly agreed and 23% agreed). There was much stronger agreement from participants representing Western/Southwestern Kentucky (mean of 9.3). However, the responses were quite similar across urban-rural dimensions, with respondents from cities with populations in excess of 50,000 having a mean of 8.9, those from towns with less than 50,000 residents having a mean of 9.2, and those from rural or unincorporated areas having a mean of 9.0.

### **Transportation Investment Needs**

The second focus group (the transportation investment needs focus group) presented five options for voting. These items represented transportation investment needs for the state. They were: (1) improving public transit; (2) improving resurfacing/maintenance; (3) additional toll roads and parkways; (4) researching alternative fuels; and (5) rural road improvements.

Improving public transit was not high on the agreement list for most participants. In fact, most participants appeared indifferent to it. The mean score was 6.2 and 34% of respondents voted agreement levels 5 or 6, suggesting neutrality or indifference. This was true across participant demographic groups. Regardless of geographic region or urban-rural distribution, mean scores were consistently in the 5.1 to 6.7 range. One surprising result from the poll was that participants from Central Kentucky and those from cities with populations greater than 50,000 – areas primarily impacted by public transit – did not express agreement with the need to improve public transit. The mean score for participants from Central Kentucky was 6.4 and for those from large cities was 6.1.

Polling indicated that improving resurfacing and maintenance was the number one investment need for which participants expressed agreement. The overall mean score was 7.1, with most participants responding between neutral/indifferent and strong agreement. 64% of participants at least agreed with the need for improved resurfacing and maintenance – 30% agreeing and 34% strongly agreeing. Those from the Western/Southwestern part of the state expressed greater agreement (mean of 7.8) than their counterparts from Central and Eastern/Southeastern Kentucky (means of 7.8 and 6.7, respectively). Similarly, participants from cities expressed greater agreement (mean of 8.1) than did those from towns and rural areas (mean scores of 6.2 and 6.3, respectively). Respondents from state and local government also stressed improved resurfacing

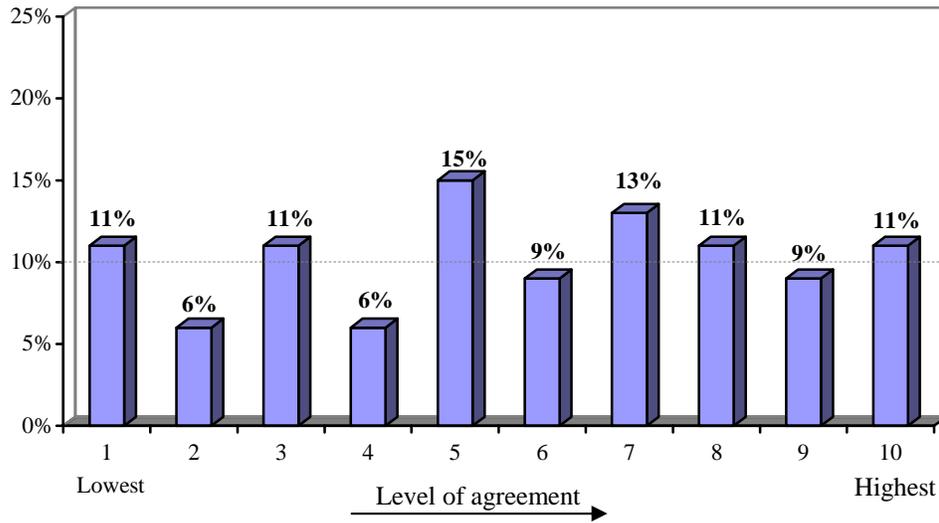
and maintenance (means of 8.5 and 9.3) compared to those from the private, non-profit, and educational sectors.

Additional toll roads and parkways was a transportation investment need that did not meet with much agreement. The mean score of 5.1 suggests that participants were mostly neutral on the topic. However, this is not entirely true. The large standard deviation of 3.1 suggests that participants' levels of agreement were very spread out. 29% of respondents strongly disagreed with toll roads and parkways being a transportation investment need, compared to 18% that strongly agreed. The remaining respondents (53%) were almost equally split among the remaining agreement levels. Geographically, the poll findings are interesting. Eastern/Southeastern Kentucky and Western/Southwestern Kentucky are the two regions of the state that have been most exposed to toll roads. Participants from these regions were also more receptive to additional toll roads and parkways as important transportation needs. The mean score was 7.3 for those from Eastern/Southeastern Kentucky and 5.1 for those from Western/Southwestern Kentucky. In comparison, the mean score was 4.9 for participants from the central part of the state. Rural participants were the least likely to agree with the need for additional toll roads and parkways, expressing a mean score of 3.0. In contrast, respondents with local government experience were more receptive to the needs for toll roads and parkways, with a mean score of 8.7.

Researching alternative fuels was a surprising transportation investment need that came out of the focus group discussion. A mean of 5.7 and standard deviation of 2.8 suggests that there may be some variability in participants' voting responses. There were votes at either end of the voting extreme – 17% of respondents strongly disagreeing and 19% strongly agreeing. Most votes (34%), however, were at the midpoint (agreement levels 5 and 6, or neutral/indifferent). Voting patterns were also quite consistent across the different demographic criteria.

The final transportation investment needs item on the poll was rural road improvements. The mean for this item was 5.6, with a standard deviation of 2.8. Votes were spread out almost evenly across each agreement level, as shown in Figure 3.6.2. Not surprisingly, the mean score was higher for respondents from Eastern/Southeastern Kentucky – the primarily rural region of the state – compared to those from the other regions. Similarly, the level of agreement was higher for respondents from towns with populations less than 50,000 (mean of 6.8) and from rural unincorporated areas (mean of 6.0), who represent primary users of rural roads. Those with local government experience also looked more favorably at improving rural roads, expressing strong agreement (mean of 9.7) with it being a major transportation need for the state.

Figure 3.6.2 Overall voting pattern for “Rural Road Improvements” as a transportation investment need.



Source: Compiled from the Leadership Kentucky polling data.

### Transportation Finance

The next series of items on the poll were recommendations for raising additional transportation revenues. These recommendations were: (1) increase the motor fuel tax; (2) increase personal vehicle registration fees; (3) charge advertising fees for roadside signs; (4) merge the Road Fund with the General Fund; and (5) tax vehicles based on efficiency or vehicle type. As shown in Table 3.6.1 and will be discussed in the next paragraphs, all revenue-generating recommendations had high standard deviations, indicating lack of consensus among participants.

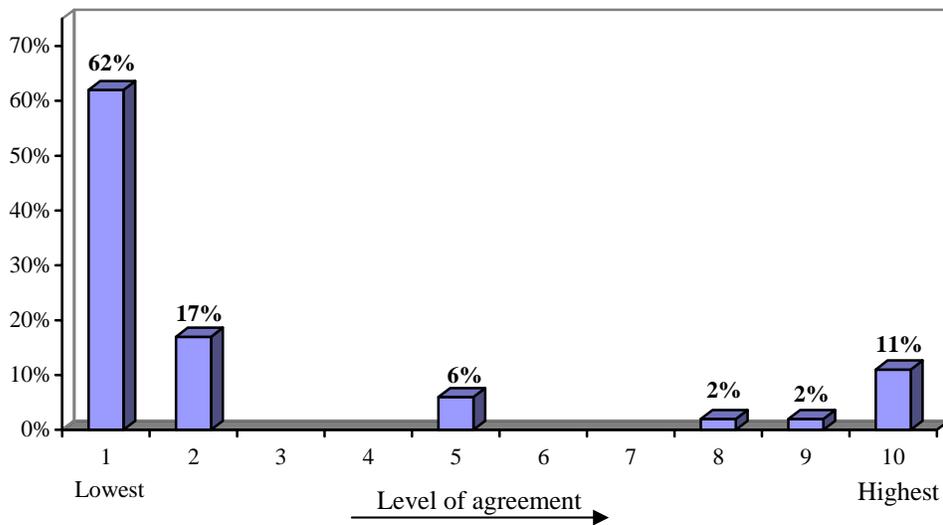
The recommendation for increasing the motor fuel tax received a mean score of 6.3 and standard deviation of 3.4. Most responses were at the two agree-disagree extremes, with 23% strongly disagreeing and 40% strongly agreeing with the recommendation. Other participants’ votes were scattered across the remaining agreement levels, with a greater percentage agreeing than disagreeing.

The mean score for the increasing personal vehicle registration fees recommendation was 5.6 with a standard deviation of 3.4. The voting patterns for this recommendation was quite similar to that for the increasing the motor fuel tax option. Most votes were cast at the two voting extremes, with 29% of participants being in strong disagreement with the recommendation and 32% expressing strong agreement. 19% of participants were neutral or indifferent. Surprisingly, participants from Eastern/Southeastern Kentucky expressed greater agreement with this recommendation compared to those from other regions of the state. Their mean score was 9.0, compared to 5.6 for those from Central Kentucky and 4.8 for those from Western/Southwestern Kentucky. Despite this regional response, however, there were no major differences between the mean scores of participants when analyzed from the urban-rural perspective.

The third recommendation – charge advertising fees for roadside signs – was the most well-received revenue-generating recommendation in the group. It had a mean of 6.7 and standard deviation of 3.3. While there was some disagreement with this recommendation (23% either disagreed or strongly disagree), most respondents agreed (22%) or strongly agreed (45%) with charging advertising fees for signage as a means of raising transportation-related revenues.

The least popular recommendation was that of merging the Road Fund with the General Fund. The mean for this recommendation was 2.7, and 79% of participants expressed strong disagreement. Less than 20% of participants expressed some form of agreement and an even smaller number of participants were neutral/indifferent. The voting pattern for this recommendation is summarized in Figure 3.6.3.

Figure 3.6.3 Overall voting pattern for “Merge the Road Fund with the General Fund” as a recommendation for raising additional transportation revenues



Source: Compiled from the Leadership Kentucky polling data.

### Project Selection Process

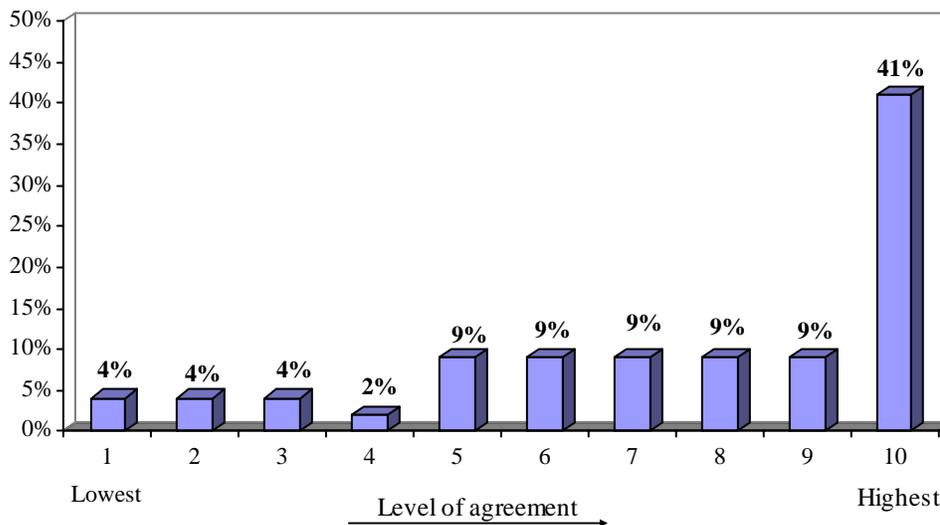
The last series of poll items were related to recommendations for improving the transportation project selection process. The recommendations were: (1) develop a statewide master plan; (2) evaluate successful projects and determine best practices; (3) involve all stakeholders through a transparent process; and (4) minimize political trade-offs. The standard deviations for all items were between 2.1 and 3.8, suggesting that there was moderate to low concurrence among participants regarding their levels of agreements with these items.

The first recommendation for improving the project selection process was to develop a statewide master plan. The mean score for this recommendation was 8.5, suggesting a high level of agreement. The average level of agreement was consistent across all regions of the state. Overall, participants expressed overwhelming agreement with this recommendation. 79% were in agreement, with 67% strongly agreeing and the remaining 12% agreeing with the

recommendation. While some participants were neutral/indifferent (19%), only 2% were in strong disagreement.

Participants also agreed with the recommendation for evaluating successful projects to determine best practices. The mean score was 7.5 and the standard deviation was 2.8. There was some disagreement with this recommendation (14%), but more than half of all respondents were in agreement (50% strongly agreeing and 18% agreeing). The overall voting pattern for this recommendation is summarized in Figure 3.6.4.

Figure 3.6.4 Overall voting pattern for “Evaluate Successful Projects to Determine Best Practices” as a recommendation for improving the project selection process.



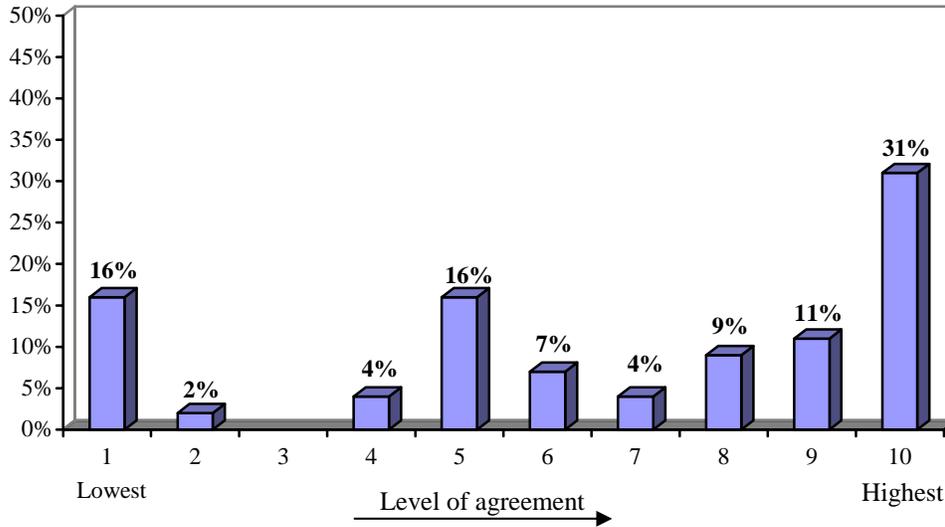
Source: Compiled from the Leadership Kentucky polling data.

The third item on the poll was a recommendation for involving all stakeholders through a transparent process. The mean score of 6.6 was the lowest among all project selection recommendations. For this recommendation poll results were quite interesting. Participants expressed some agreement (55%) but there was also some disagreement (22%) and neutrality/indifference (23%). This voting pattern is shown graphically in Figure 3.6.5. The mean score was also slightly higher for respondents from the Eastern/Southeastern part of the state (mean score of 7.5), compared to from other regions of the state (mean scores of 6.8 for those from Central Kentucky and 6.3 for those from Western/Southwestern Kentucky).

The final recommendation for improving the project selection process was that of minimizing political trade-offs. With a mean score of 6.9 and standard deviation of 3.80, this recommendation had the largest agreement-disagreement disparity. Participants were mostly split between strong agreement (58%) and strong disagreement (29%). Neutrality/indifference was minimal. This suggests that the recommendation evoked very strong feelings among participants. Almost all participants had an opinion or degree-of-agreement with this recommendation, as only 4% responded as being neutral/indifferent. Respondents from Eastern/Southeastern Kentucky had a mean score of 10.0 (the highest agreement level) while those from Central Kentucky and Western/Southwestern Kentucky has mean scores of 6.3 and

7.3, respectively. Participants with experience in the educational sector also had a mean score of 10.0 and those with state government experience had a mean score of 9.3.

Figure 3.6.5 Overall voting pattern for “Involve all Stakeholders through Transparent Processes” as a recommendation for improving the project selection process.



Source: Compiled from the Leadership Kentucky polling data.

Overall, the focus group sessions with community leaders yielded a more in-depth understanding both in terms of their perceptions of the needs and priorities of the transportation system and their recommendations for addressing these needs and priorities, compared to the survey of Kentucky citizens. Some of these findings were in agreement with those identified from the citizens’ survey, while others diverged somewhat from the baseline understanding developed from survey respondents. These similarities and dissimilarities are highlighted in the next chapter. This next chapter also summarizes the different perspectives of the average citizen responding to the telephone survey and the community leaders participating in the leadership Kentucky focus groups.



## **Chapter 4**

### **SUMMARY OF SURVEY AND FOCUS GROUP FINDINGS**

#### **4.1 Comparison of Survey and Focus Group Findings**

This study involved two methods to gauge citizens' and community leaders' perceptions and recommendations regarding Kentucky's transportation system. First, a random sample telephone survey was used to learn citizen's perceptions of the performance of the Kentucky transportation system and to identify transportation issues of concern to Kentuckians. This survey included questions regarding driving patterns and characteristics, highway safety, transportation finance, traffic enforcement, transportation system management and administration, transportation planning and project selection, and public transportation. The survey was administered to 800 adults from all regions of the state. Second, focus groups with statewide community leaders were held to obtain additional perceptions regarding transportation system issues and to identify and discuss recommendations for addressing Kentucky's transportation needs.

Several useful findings emerged from the survey. For example, the condition of roads and highways in the state was the primary concern among respondents. Specifically, survey respondents cited road repairs and maintenance and potholes as being among the most important transportation issues facing Kentucky. While most respondents rated the roads and highways as being safe, they also mentioned dangerous/reckless driving as an important transportation issue. With regard to safe driving, most were supportive of imposing stricter qualification standards for obtaining driver's licenses and requiring periodic testing for driving qualification. In addition, the public supported stricter enforcement of traffic laws and regulations, even though most respondents perceived traffic enforcement in the state as being excellent, very good, or good.

The survey yielded several transportation financing recommendations. While respondents were generally opposed increasing existing taxes or fees, they were more supportive of strategies that called for greater private-sector involvement in generating transportation-related revenues. The transportation financing strategies that survey respondents showed the most support for were (1) allowing retailers in interstate rest areas; and (2) establishing fees on developers to improve access to their developments.

Most survey respondents rated the Kentucky Transportation Cabinet's responsiveness to state and local needs as being fair or poor. Survey respondents also felt that having greater public input into the planning process and improved coordination between transportation and community planning were very important changes to be made to the project selection process. Having perceived the Transportation Cabinet as being unresponsive to local transportation needs, those responding to the survey also agreed that local government actors should be given more authority in the planning process. The public also strongly supported greater citizen involvement in transportation project selection. Conversely, Kentucky citizens did not support increasing the roles of the legislature and governor in the project selection process as they, apparently, view the legislative and executive branch of state government as already heavily involved in the project selection process.

Findings from the focus group discussions both complemented and supplemented the results of the earlier survey. Focus group participants were asked questions to clarify some survey findings and were also asked additional questions not posed in the survey. The two groups – survey respondents and focus group participants – represented different types of citizens. The use of both groups allowed the research team to obtain perceptions and recommendations that reflected the opinions of average citizens as well as community leaders of the state. Citizen survey responses appear to be primarily influenced by recent or daily experiences with the transportation system. Community leader focus group participants, on the other hand, emphasized community and state issues and tended to reflect long-term concerns regarding the state's transportation system.

The survey utilized a structured method of gathering information using standardized response formats. The focus group formats were more open-ended or discussion-oriented. This less structured format allowed focus group facilitators to ask more probing questions to get a better understanding of the issues and recommendations being discussed. Focus group participants were also educated on the state of the transportation system, having been provided with facts and information about it. Given these differences, it was not expected that the responses to the survey and the discussion findings from the focus groups would be completely similar. It was expected, however, that the combination of survey and focus group findings would provide a comprehensive understanding of how the public perceives the transportation system and their acceptance of specific solutions for meeting the state's transportation needs and priorities. The next paragraphs discuss how the survey results and focus group findings compare. In cases where there are significant dissimilarities, the discussion attempts to bridge this disparity and arrive at a conclusion that encompasses the different perspectives.

In the telephone survey, respondents primarily cited the poor condition of current roads and highways as the most important transportation issue. Fewer respondents were concerned with the lack of existing capacity that leads to congestion and the need for more lanes or roads. The survey findings suggest that Kentuckians are more concerned with maintaining existing roads than they are with building new roads or expanding lanes. The average citizen, as represented by survey respondents, has much more experience with roads than any other mode of transportation. As such, their responses to the question of "what is the major transportation issue facing the state of Kentucky?" were overwhelmingly oriented towards roads and highway issues.

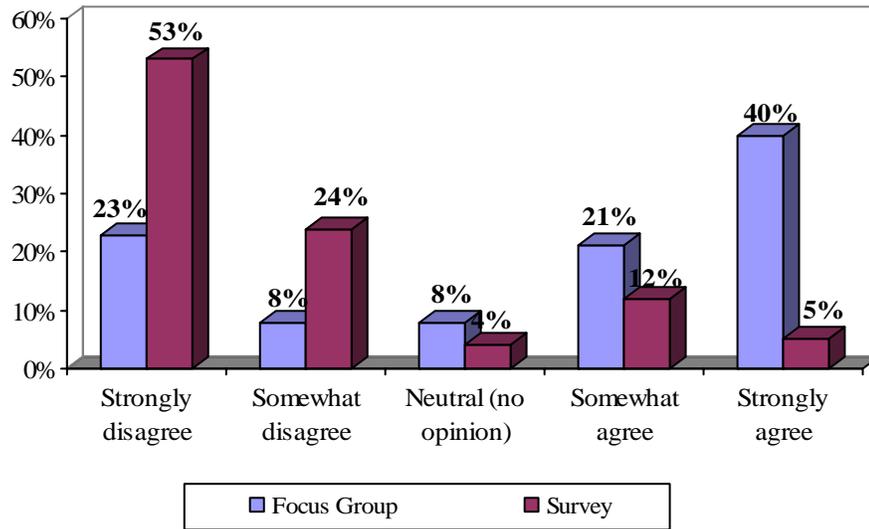
The focus group discussion, on the other hand, addressed other transportation modes beyond simply roads and highways. Transportation planning seemed to be the overarching theme of the discussion regarding transportation issues. Specifically, major issues seemed to center on (1) the lack of emphasis on planning for greater utilization of non-highway modes of transportation; (2) the need for long-range transportation improvement strategies; (3) the need to incorporate economic development factors into transportation planning; and (4) planning that addresses urban sprawl. The participants in the focus groups, as community leaders, approached the discussion of transportation issues from a long-term perspective, providing direction for the state to improve its transportation system.

Survey respondents – and the average Kentuckians they represent – were much more concerned with the here and now of the transportation system, especially with respect to roads and highways as the mode of transportation they utilize the most. Focus group respondents emphasized the need to clarify future directions and strategies for improving the existing transportation system. For example, they emphasized the need for multi-modal infrastructure and services, addressing urban sprawl considerations, delineating a long-range transportation strategy, and incorporating economic development into transportation planning. Polling of all of the focus group participants on transportation issues identified this last issue as being the top issue that participants expressed strong agreement and support for. This comes as no surprise, since survey respondents placed much importance on Kentucky’s highways for future economic growth.

To obtain an understanding of public perceptions of emerging transportation needs, the Leadership Kentucky transportation investment needs focus group was asked to identify the major transportation needs facing the state. The survey did not include any questions regarding Kentucky’s transportation investment needs. This needs identification gave rise to focus group participants agreeing to 5 recommendations. Surprisingly, follow-up overall group polling regarding these issues determined that most of these recommendations did not receive much support among the community leaders. Only one recommendation – improving maintenance and resurfacing – received some support or agreement. While maintenance and resurfacing, with its ties to system preservation and the condition of roads and highways, was not mentioned as a major transportation issue in the focus group discussion, it did arise as a transportation investment need. This suggests that, as shown in the survey results, road maintenance and repair is an important issue.

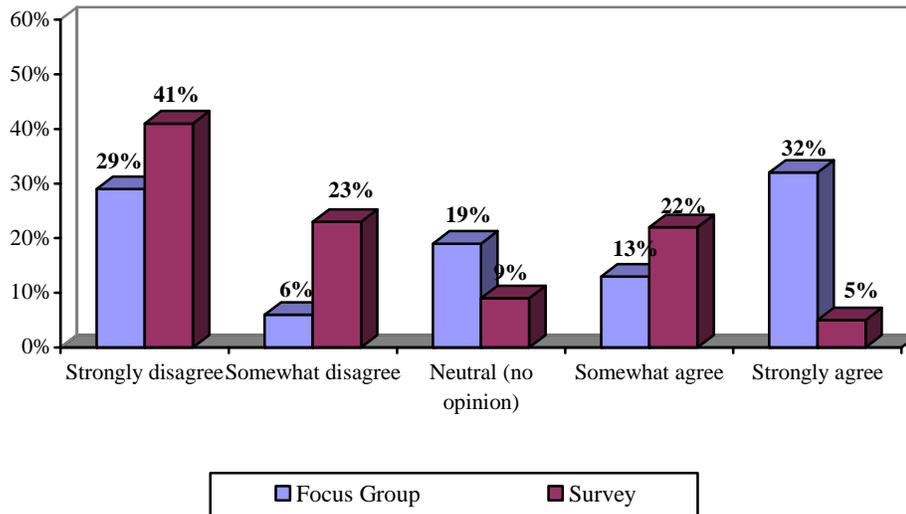
The transportation finance focus group came to the consensus that current resources and revenues are not adequate to maintain and improve the transportation system. Members of the focus group provided several recommendations for generating additional revenues. There was concurrence between survey respondents and focus group participants that businesses, and not citizen taxpayers, should pay for transportation. The top recommendation from the overall Leadership Kentucky group poll was to impose advertising fees for roadside signs. This was quite similar to how survey participants responded to several suggestions for raising additional transportation revenue. They strongly supported placing retailers in interstate rest areas and establishing developer fees to improve access to new developments. Focus group participants were more open to the option of increasing the fuel tax or the registration fee compared to survey respondents. This difference can possibly be attributed to focus group participants being given information on how Kentucky compares to neighboring states in terms of fuel tax rates and registration fees. The realization that Kentucky’s gas tax and registration fees are much lower than those in neighboring states may have made focus group participants more receptive to the option of increasing these taxes and fees. A comparison of responses to these two options is presented in Figures 4.1.1 and 4.1.2. As the figures show, focus group participants expressed greater agreement with or support for increasing the fuel tax and increasing registration fees than did survey respondents.

Figure 4.1.1 Comparison of *survey* responses and *focus group* voting patterns for the recommendation to *increase the fuel tax*.



Source: Compiled from the Leadership Kentucky polling data.

Figure 4.1.2 Comparison of *survey* responses and *focus group* voting patterns for the recommendation to *increase the vehicle registration fee*.



Source: Compiled from the Leadership Kentucky polling data.

Findings from the survey suggest that, for the most part, the public has not been entirely satisfied with the projects being selected for construction in Kentucky. Discussions among focus group participants provided some insight regarding this apparent dissatisfaction. Comments made by focus group participants suggest that the project selection process is viewed by the public as (1) being subject to political influence (both good and bad); (2) lengthy and complex; and (3) lacks long-range vision and plan.

Asked for suggestions as to how the process could be improved, focus group participants responded in a similar manner to that of survey respondents. Greater stakeholder involvement in

the transportation planning and project selection process was the overarching theme. An improved process would be transparent and de-politicized, providing for greater public input and greater local government authority, and allow for improved coordination with community planning and development.

## **4.2 Overall Public Perceptions and Recommendations**

Combined, the findings from the survey and focus groups provide a more comprehensive understanding for how Kentuckians perceive the state of the transportation system. They also provide an opportunity to identify those suggestions and recommendations that the public feel would improve the overall performance of Kentucky's transportation system. These perceptions and recommendations primarily focused on roads and highways, as they were the mode of transportation most immediately impacting citizens in the state. In addition, the research team was able to obtain the perspectives of not only the average citizen but also that of civic and community leaders.

There are several findings that warrant mentioning in this summary section. Survey and focus group respondents had several recommendations for improving transportation planning and project selection. With only 26% of survey respondents being very or extremely satisfied with the selection of transportation projects in the state, these recommendations present opportunities to enhance the planning and project selection process to increase the level of satisfaction. Focus group discussion on the topic of transportation issues determined that the need for improved long-range transportation strategies and the need to consider economic development factors in transportation planning were the most pressing issues facing the state's transportation system. Another improvement would be for the process to be further de-politicized. The public did not see a need to increase the role of the legislature, the Governor, or the Transportation Secretary in the planning and project selection process. Perhaps they realize that these groups and individuals already are heavily involved in the process. Survey respondents were also in favor of greater public input and enhanced local government authority in transportation planning, and improved coordination between transportation planning and community planning.

Citizens of Kentucky perceive transportation infrastructure as being important for economic development. In fact, more than 80% of survey respondents rated Kentucky's highways as being very important to the state's future economic growth. It comes as no surprise, therefore, that the community leader focus groups emphasized the need to incorporate economic development factors into transportation planning. In the discussion of rural roads as an important transportation need, these community leaders also mentioned how new roads and highways in rural areas could help with economic development.

The current conditions of existing roads and highways are the primary concern of the average citizen. Potholes and poor pavement surfaces, for example, can taint the user's driving experience, negatively influencing how he/she considers the performance of the state's transportation system. Roadway safety (which can be impacted by road conditions) and current road conditions were the two most important project selection criteria identified by survey

respondents. Similarly, focus group participants regarded road maintenance and resurfacing as the top transportation investment need for the state.

There was consensus among focus group participants that existing transportation revenues and resources are inadequate. In light of this, the citizens' preferences for revenue-generating options may provide suitable and publicly acceptable solutions for addressing the revenue gap. Survey respondents and focus group participants supported the notion of greater use of business-related fees and taxes for transportation revenue. This could be achieved through the leasing of rest area retail facilities, establishing developer fees for access to new developments, and charging advertising fees for roadside signs. There is also the option of raising existing transportation-related taxes and fees as another means of raising revenue. However, there was not much agreement between survey and focus group findings as to their support for or agreement with these options. Community leaders were more receptive to raising registration fees and fuel tax rates, whereas the average citizen was less likely to approve of increases in these taxes or fees.

### **4.3 The Impact of Information on Perceptions and Recommendations**

One special feature of the focus groups that differentiates them from the telephone survey is that some of the community leaders involved in the focus groups were provided with supplemental information to facilitate their understanding and discussion of the issues. Specifically, members of the transportation finance focus group were provided with information on (1) how Kentucky's transportation user fees compare to surrounding states; (2) sources of transportation revenues; (3) transportation funding disbursements; and (4) trends in transportation revenues. Members of the project selection process focus group were given information on how Kentucky's planning and project selection process actually works. Appendix A.4 includes all the supplemental material provided to the two focus groups. The focus groups discussing transportation issues and investment needs, however, were not provided with any supplemental information beyond the summary of the citizens' survey results.

Table 4.3.1 summarizes voting behavior for members of the focus groups that received supplemental information and those that did not. Because the emphasis is on the utilization of information, only issues and recommendations relevant to the topics of transportation finance and project selection – the topics for which additional information were provided – are included in the table. This table shows the differences in the mean scores between the focus group receiving supplemental information and the focus groups that did not. T-test comparison of means was used to analyze if there were statistically significant differences in the mean scores of the two focus groups.

Table 4.3.1 Comparison of Mean Scores for Groups with and without Information

<b>Issue/Recommendation</b>	<b>Focus Group with Information</b>	<b>Focus Group without Information</b>
<b>Transportation Finance</b>		
Increase Motor Fuel Tax	9.1	5.5 <sup>***</sup>
Increase Personal Vehicle Registration Fee	8.1	5.0 <sup>***</sup>
Charge Advertising Fees for Signs, etc.	8.2	6.4
Merge the Road Fund with the General Fund	4.7	2.0 <sup>**</sup>
Tax Vehicles Based on Fuel Efficiency (vehicle type)	5.7	4.6
Average	7.2	4.7 <sup>***</sup>
<b>Project Selection Process</b>		
Develop Statewide Master Plan	8.9	8.3
Evaluate Successful Project to Determine Best Practices	9.7	6.8 <sup>***</sup>
Involves all Stakeholders Through Transparent Processes	6.9	6.5
Minimize Political Trade-offs	6.9	6.9
Average	8.1	7.1 <sup>*</sup>

Statistical significance of differences in mean scores:

\*\*\* p-value < 0.01

\*\* p-value < 0.05

\* p-value < 0.10

Source: Statistical analysis of polling data using t-test comparison of means.

As shown in Table 4.3.1, the average mean scores were higher for the focus groups that were given additional information. This indicates that groups that were exposed to additional information regarding the topics of discussion had higher levels of agreement with the recommendations than those that did not. They were much more willing, for example, to agree to increases in the motor fuel tax and the personal vehicle registration fee. This has important implications for gaining public acceptance of recommended changes to both the way Kentucky's transportation infrastructure is funded and how transportation improvements are selected for implementation. This finding supports the idea that public information is important for successful public policy. Public acceptance for change stems from knowledge. Successful introduction and management of change, particularly in the highly visible field of transportation, therefore, requires emphasis on educating and informing the public.

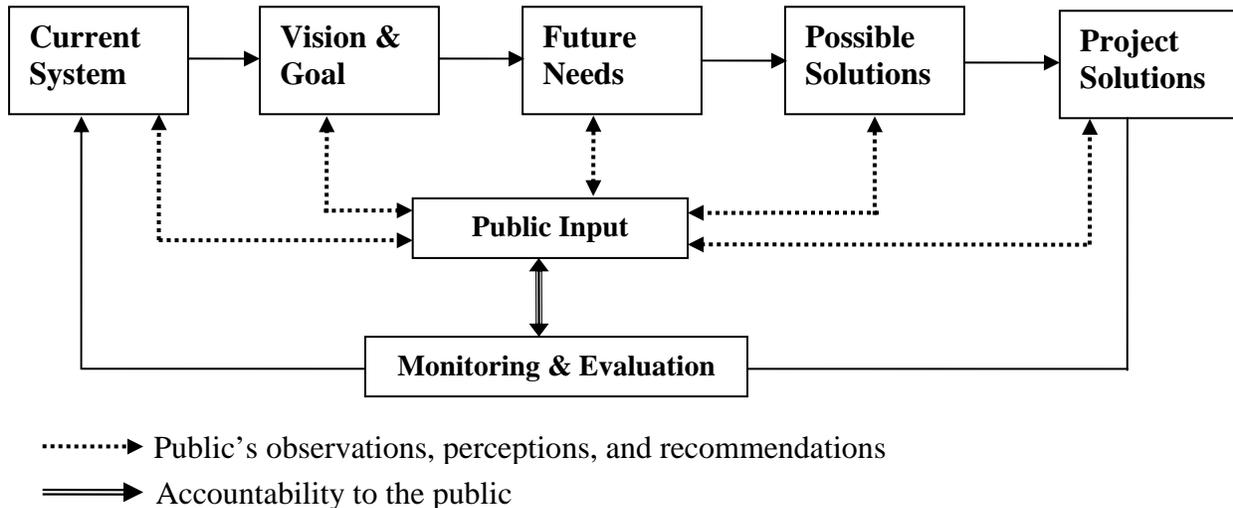


**Chapter 5**  
**RECOMMENDATIONS FOR TRANSPORTATION PLANNING IN KENTUCKY**

**5.1 Towards Transportation Planning that is Publicly-Driven**

The findings of this study lend themselves to recommendations for improving transportation planning in Kentucky. The study provided a forum through which transportation users in the state could contribute to shaping the direction of the state’s transportation system. The information provided by survey respondents and focus group participants suggests that input from the public, as users of the transportation system, should be incorporated into the planning process. Public perceptions of the state of the transportation system should help define the vision and goals for the transportation system. Citizens’ experiences with and expectations of the transportation system should be translated into specific statements of future needs. Their reactions to specific recommendations can also provide direction for developing publicly-acceptable solutions to transportation problems. Essentially, public input into the planning process can be summarized in Figure 5.1.1 (which is similar to Figure 1.3.3).

Figure 5.1.1 Publicly-Driven Model of Transportation Planning



Source: Figure 1.3.3 on page 12.

As shown in Figure 5.1.1, public input in transportation planning requires two-way learning and communication. Planners and policymakers must learn how the public currently perceives the transportation system and the Transportation Cabinet, and also why the public feels the way it does. The public, on the other hand, must be educated by planners and officials about the actual state of the transportation system. Public input also plays an important role in the Transportation Cabinet’s public accountability. The perceived value and benefits of the state’s transportation system are defined by the public. The public evaluates the transportation system (and the Transportation Cabinet that provides it) based on its perceptions of value and benefits, which in turn defines how it holds the Cabinet accountable.

This publicly-driven model suggests that changes to Kentucky's transportation planning that incorporate greater public input should result in greater citizen satisfaction with the transportation system and with the Kentucky Transportation Cabinet. Section 5.2 provides examples of how other states have tackled the issue of public input and involvement in planning.

## **5.2 Examples of Other States' Experiences with Public Involvement in Transportation Planning**

### **Florida**

Transportation planning in Florida is very bottoms-up and decentralized to the district level. The Florida Department of Transportation (FDOT) is organized around several districts. These districts develop their individual District Work Programs which are then compiled into a statewide Work Program. The Work Program contains all projects selected for funding and construction over the next 5 years. Florida statutes require that public hearings be held regarding the District Work Programs before they are submitted to the FDOT. These public hearings must be held in at least one urbanized area in the district<sup>3</sup>. In addition, the Florida Transportation Commission, which is an independent oversight body to the Florida Department of Transportation, conducts a statewide public hearing as required by state law<sup>4</sup>. The purpose of this statewide public hearing is to hear all questions, suggestions or comments offered by the public regarding the Department's tentative 5-year work program. Although not required by law, an important function of the statewide public hearing is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the work program after the public hearings were conducted in the districts.

### **Minnesota**

The planning and project selection process used by the Minnesota Department of Transportation (Mn/DOT) is very decentralized and open to public input. The selection of projects for funding and construction is bottoms-up, driven by public input through transportation partnerships at the district level. The project selection process begins with districts, Metropolitan Planning Organizations (MPOs) and Regional Development Commissions (RDCs) initiating the project solicitation process from among members of the public. Each district, MPO, and RDC then evaluates the solicited projects and compiles a prioritized list of projects. Each district also has an Area Transportation Partnership (ATP) which represents broad community membership and serves as a quasi-advisory or coordinating group for its various local constituents. The District Offices and the ATPs then take the priority lists from their MPOs and RDCs and integrate them into their respective Area Transportation Improvement Programs (ATIPs), which are then compiled into an integrated list organized by year.

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<sup>3</sup> Florida Statutes 339.135(4)(d)

<sup>4</sup> Florida Statutes 339.135(4)(g)

## **Maryland**

Transportation planning in Maryland is based on the needs defined in the State Report on Transportation, which is prepared annually. The State Report on Transportation consists of two documents: (1) Maryland Transportation Plan (MTP); and (2) Consolidated Transportation Plan (CTP). The State Report on Transportation is developed in draft form and presented to every county and Baltimore City in the Fall. Following distribution of the draft document, MDOT representatives visit each county to present and receive comments on the plan and program. Following the tour, the State Report on Transportation is prepared in final form for presentation to the General Assembly in January.

### **5.3 Recommendations for Systematic Gathering of Public Input**

The examples presented in Section 5.2 feature different approaches to obtaining public input in short-term decision making (i.e. project selection and prioritization). Several characteristics of these approaches can be brought together to develop means through which the Kentucky Transportation Cabinet can ensure that input from public officials and citizens are taken into account in the development of the Six-Year Plan. Direct public input into the process will reduce the incentives for legislative involvement late in the project selection process and discourage subsequent disruptive changes to the Six-Year Plan. The recommendations for addressing the inclusion of public input into the short-term decision making process is discussed next.

Public input needs to be addressed both at the district level and at the statewide level. This can be achieved by decentralizing the project selection process to the district level (similar to the planning process in Florida and Minnesota). Opening up this process to public stakeholders at the district level will make certain that projects selected for programming and construction are the publicly-preferred projects.

The statewide projects list can then be compiled from these district project lists. To ensure that planning is not dominated by local needs to the point of neglecting statewide needs, public input should also be obtained regarding statewide priorities and needs. This can be done by holding public hearings around the state, similar to those in Florida and Maryland.

However, public input is also important for long-range planning. One way to obtain this public input could be to use survey and focus groups similar to those undertaken in this study. Citizen surveys could be undertaken every two years and focus groups utilized when in-depth public input is needed regarding specific issues or topics.

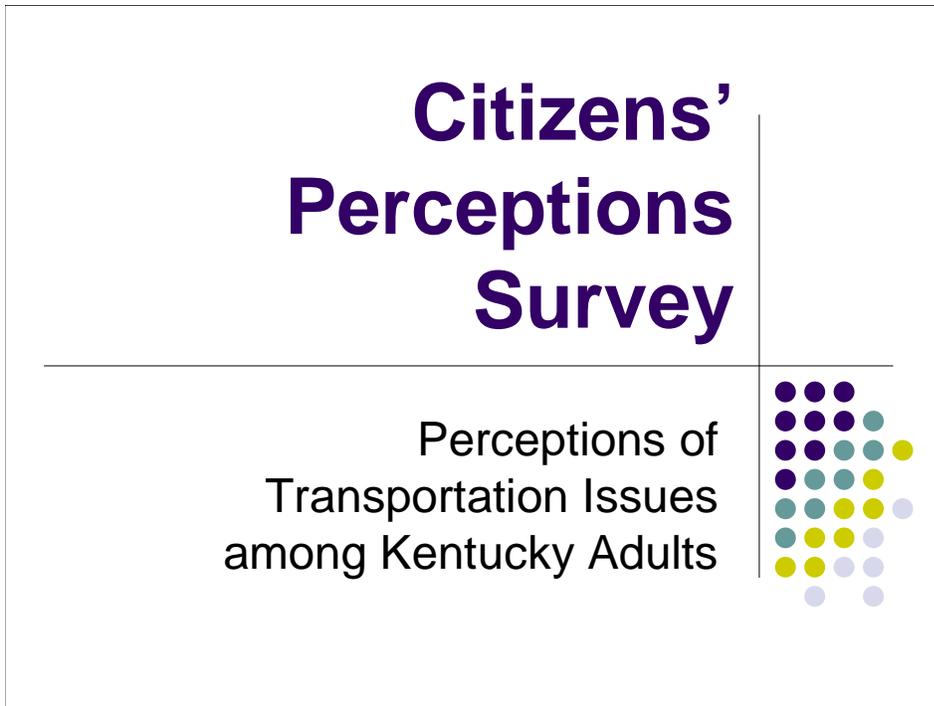
It is also possible to combine the citizen survey with performance measures of the transportation system and the Transportation Cabinet. This will provide a publicly-determined means for gauging how well the Cabinet is meeting the expectations of the public and how well the transportation system provides benefits to its users.



**Appendix A**  
**SURVEY AND FOCUS GROUP SUPPLEMENTAL INFORMATION**

**Appendix A.1 Citizens' Perceptions Survey**

This Appendix presents the results of a telephone survey of citizens of Kentucky regarding their perceptions of the state's transportation system and their recommendations for addressing the needs of the transportation system. The telephone survey was designed by the Kentucky Transportation Center research team and administered by Horizon Research International to a random sample of 800 Kentucky adults, 18 plus years of age. A random digit dialing sample was used that included unlisted telephone numbers. The average survey was 20 minutes in length, with surveys taking place between December 2 and December 17, 2004.



# Background

**WHAT**

A survey of 800 Kentucky adults, 18 plus years of age

**HOW**

Telephone Survey

- Random Digit Dialing sample to include unlisted telephone numbers
- In-home selection process

**QUESTIONNAIRE**

20 minute length on average

- Designed by the Kentucky Transportation Center

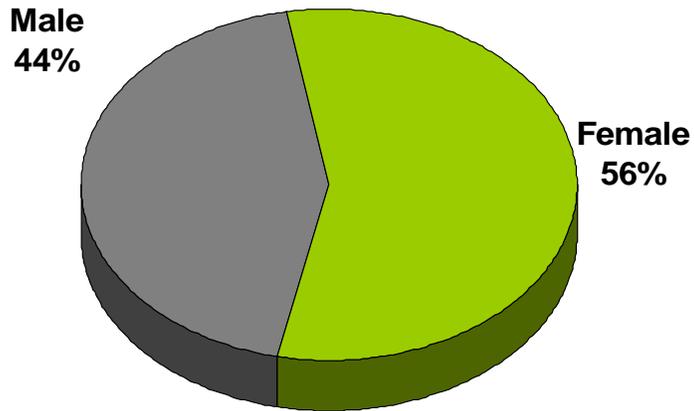
**WHEN**

- Between December 2 and December 17, 2004.

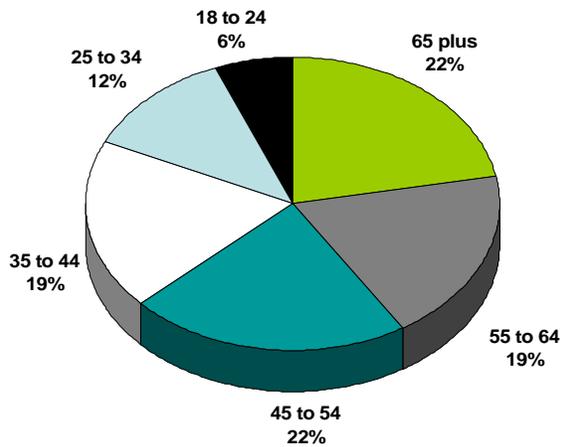
## SAMPLE PROFILE



## Gender



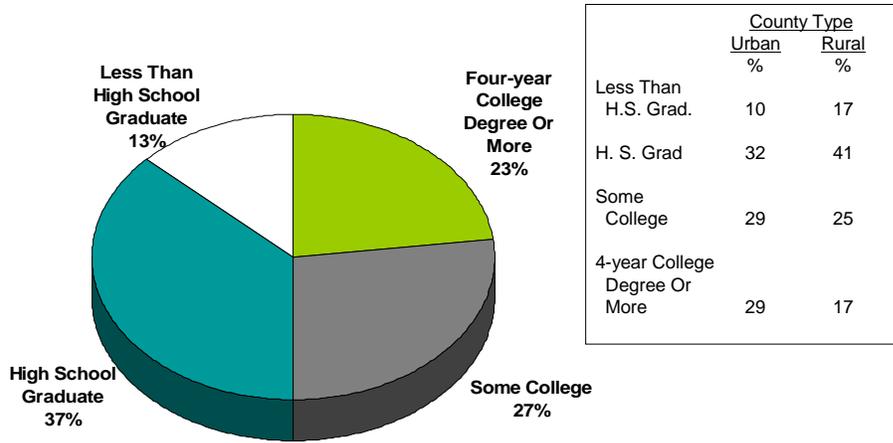
## Age



**Average Age:  
49.9 Years**

	County Type	
	Urban	Rural
	%	%
18 to 24	6	6
25 to 34	12	13
35 to 44	21	17
45 to 54	20	23
55 to 64	17	20
65 plus	24	21
Average	[49.9]	[49.9]

# Sample Profile: Education



	County Type	
	Urban %	Rural %
Less Than H.S. Grad.	10	17
H. S. Grad	32	41
Some College	29	25
4-year College Degree Or More	29	17

# County of Residence

<u>Urban Counties</u>	<u>%</u>	<u>Rural Counties</u>	<u>%</u>
<b>51</b>		<b>49</b>	
Jefferson	17	Pulaski	2
Fayette	6	Hopkins	2
Kenton	3	Laurel	2
Campbell	3	Madison	2
Hardin	3	Pike	2
Warren	2		
Daviess	2		
Greenup	2		
Bullitt	2		

25 Other Counties  
At One Percent  
Or Less

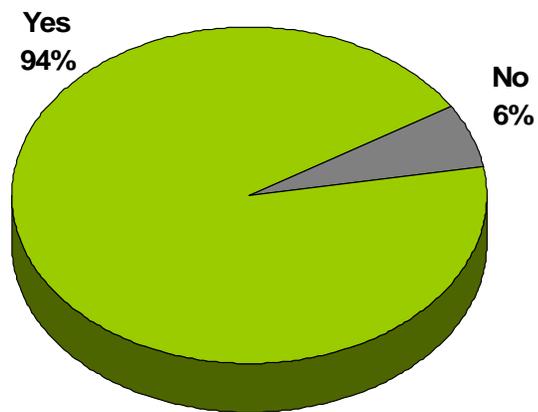
77 Other Counties  
At One Percent  
Or Less

# DRIVING CHARACTERISTICS



## Incidence of Licensed Drivers

Q. 1: Are you a licensed driver?



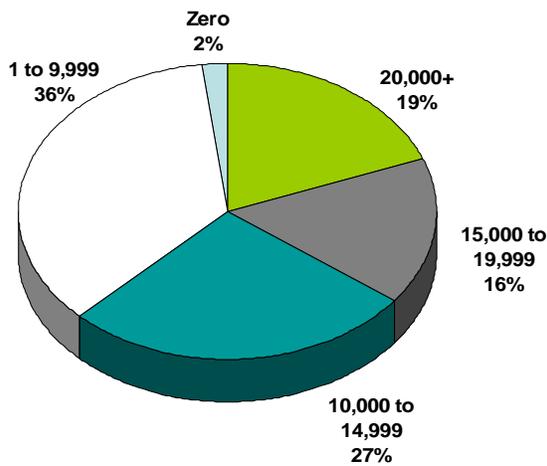
# Transportation Modes of Non-Licensed Drivers

Q. 2: If you do not drive, how are your transportation needs addressed?

	<u>Total</u> %	<u>County Type</u>	
		<u>Urban</u> %	<u>Rural</u> %
Friend Or Relative Who Drives	82	73	92
Public Transportation	14	23	4
Taxi Or Cab	4	4	4

# Annual Miles Driven

Q. 3: Approximately how many miles do you personally drive per year?

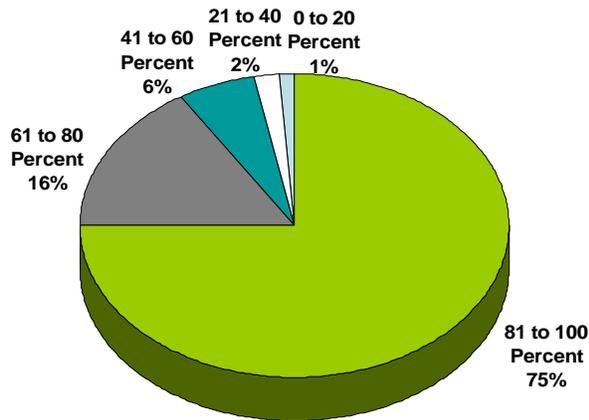


**Estimated Average:  
12,843 Miles**

	<u>County Type</u>	
	<u>Urban</u> %	<u>Rural</u> %
Zero	2	1
1 to 9,999	34	37
10,000 to 14,999	30	25
15,000 to 19,999	16	17
20,000 +	18	20
Estimated Average	[12,779]	[12,910]

# Percent of Driving in Kentucky

Q. 4: Approximately what percentage of your driving is in Kentucky?

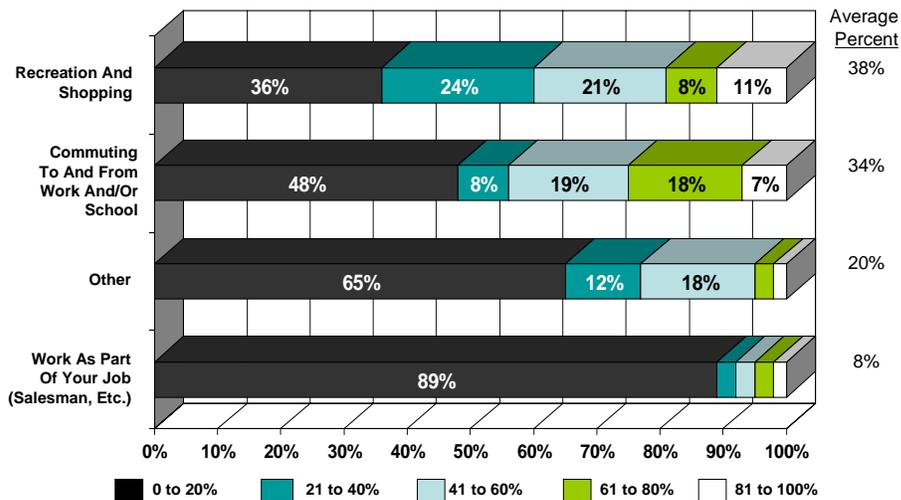


Estimated Average:  
82 percent

	County Type	
	Urban %	Rural %
0% to 20%	1	2
21% to 40%	3	1
41% to 60%	6	6
61% to 80%	17	14
81% to 100%	73	77
Estimated Average	[82]	[83]

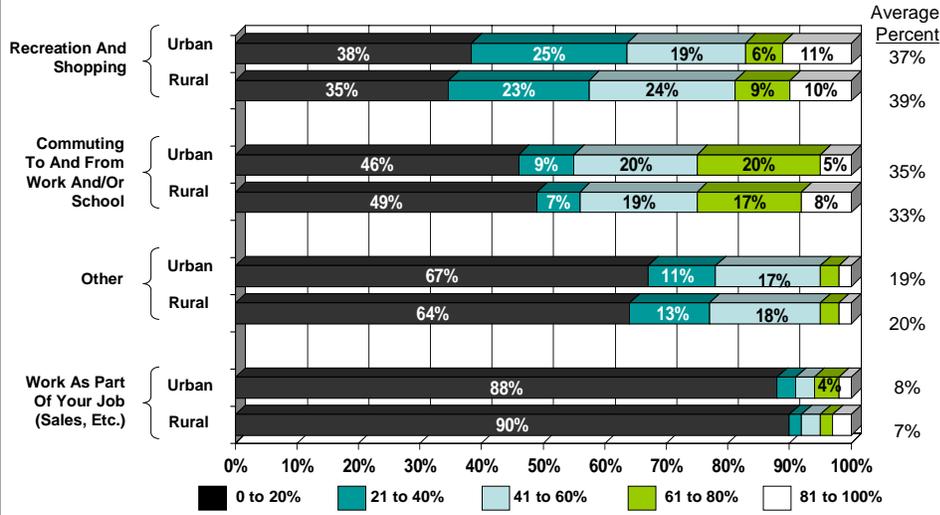
# Driving Behavior for Selected Activities

Q. 5: What percentage of your personal driving is for each of the following activities? The total must add to 100%.



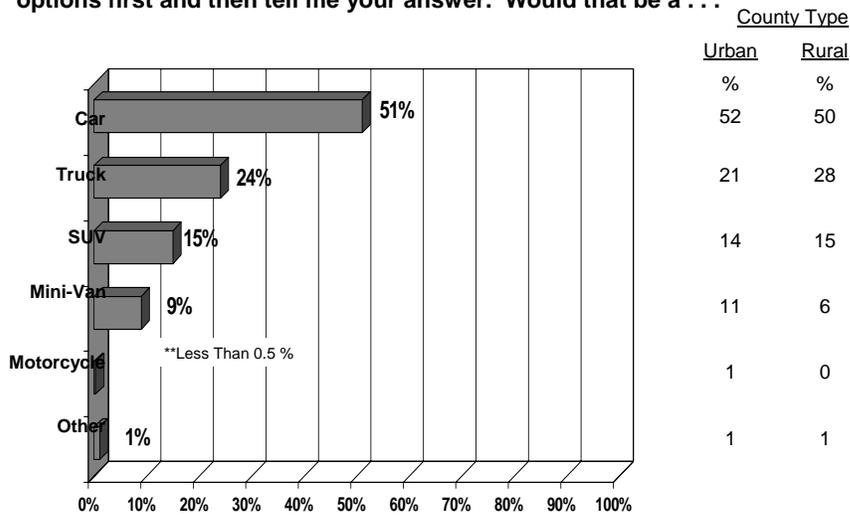
## Driving Behavior for Selected Activities – Urban Vs. Rural

**Q. 5: What percentage of your personal driving is for each of the following activities? The total must add to 100%.**



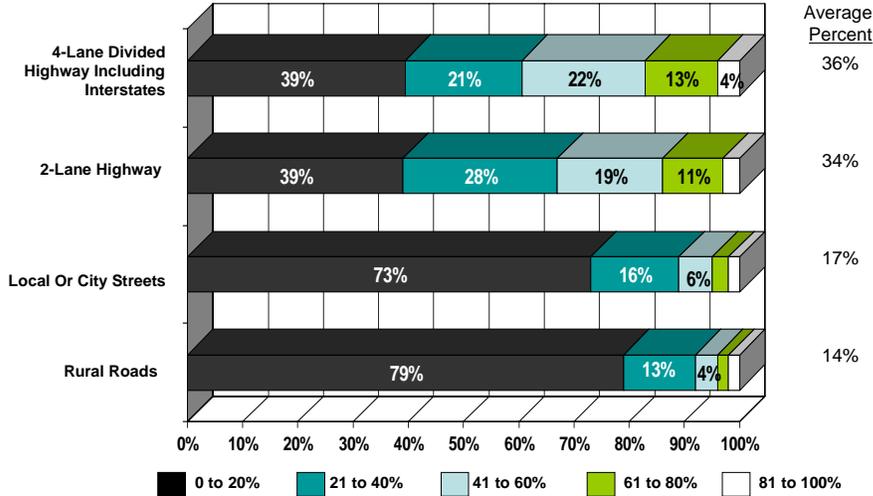
## Type of Vehicle Driven

**Q. 6: What type of vehicle do you drive most often? Let me read a list of options first and then tell me your answer. Would that be a . . .**



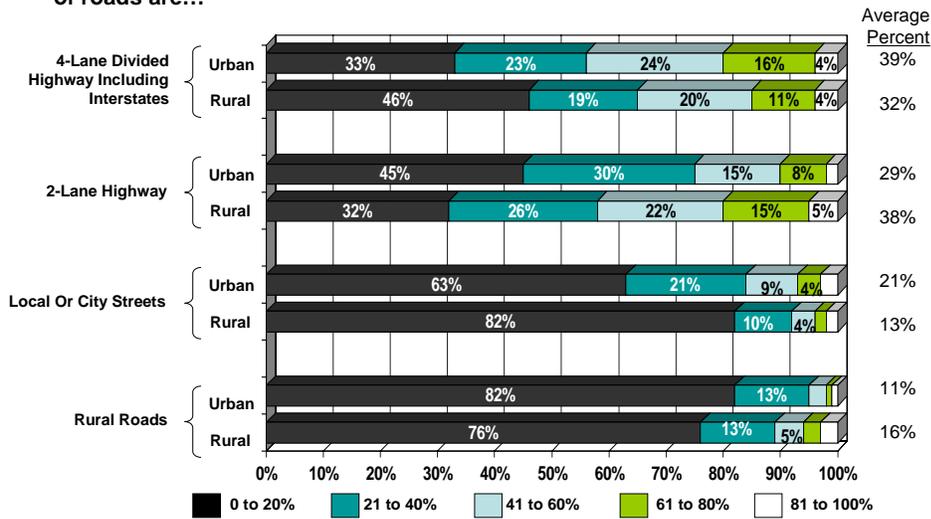
# Driving Behavior on Selected Type Roads

Q. 7: Now I will read you a list of four types of roads and then ask you what percent of your driving is on each type. Your response will need to total 100%. The types of roads are...



# Driving Behavior on Selected Type Roads – Urban Vs. Rural

Q. 7: Now I will read you a list of four types of roads and then ask you what percent of your driving is on each type. Your response will need to total 100%. The types of roads are...



# TRANSPORTATION ISSUES



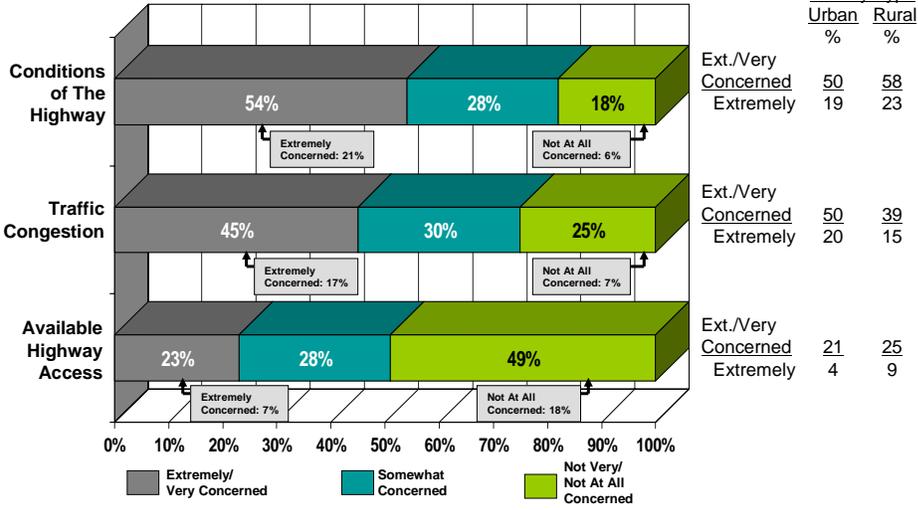
## Most Important Transportation Issue

Q. 8: In your view, what is the most important transportation issue facing the state of Kentucky?

	<u>Total</u>	<u>County Type</u>	
		<u>Urban</u>	<u>Rural</u>
	%	%	%
Road Maintenance/Repairs	31	28	35
Dangerous/Reckless Drivers	16	14	19
Potholes	9	10	9
Traffic Congestion	8	12	5
More Roads/Lanes	7	6	8
Public Transportation/Mass Transit	6	7	5
Safety Issues	6	4	8
Gas Prices	3	2	5
Don't Know	10	9	12

# Transportation Issues

Q. 9-11: Are you extremely concerned, very concerned, somewhat concerned, not very concerned or not at all concerned with ( )?

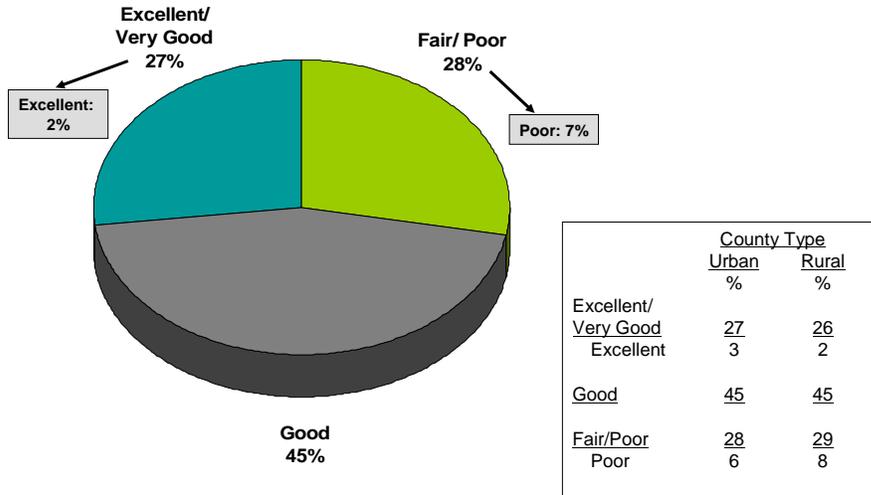


# HIGHWAY SAFETY



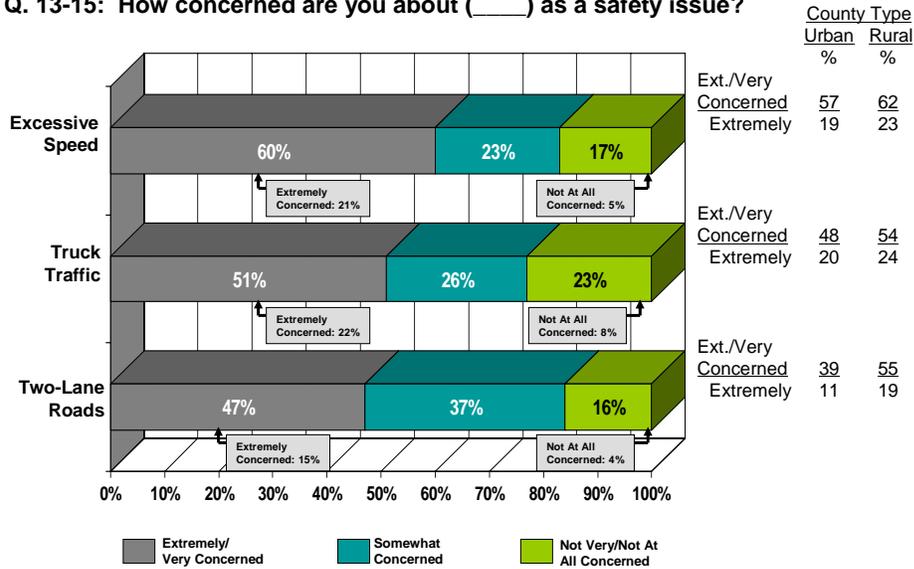
# Highway Safety

Q. 12: How would you rate the overall safety of Kentucky's roads and highways?  
Would you rate them . . . ?



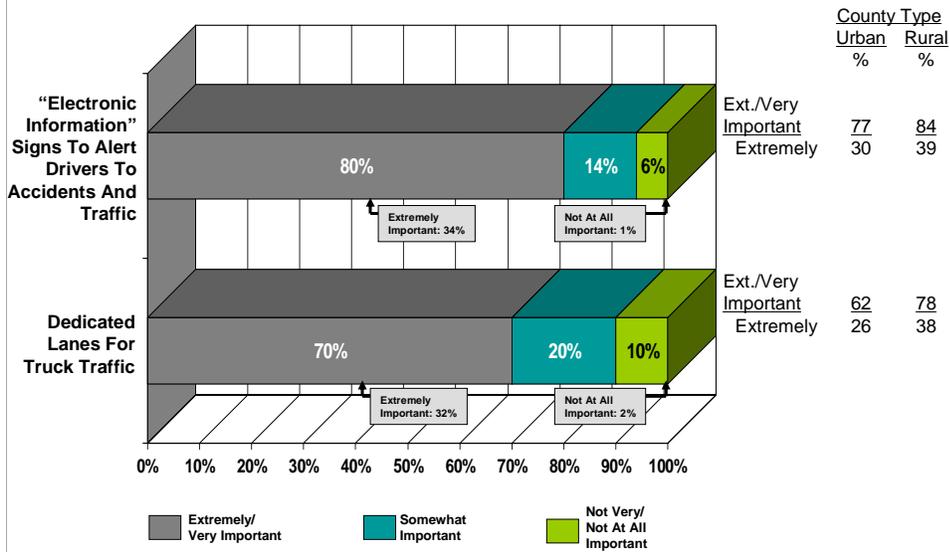
# Safety Issues

Q. 13-15: How concerned are you about (\_\_\_\_) as a safety issue?



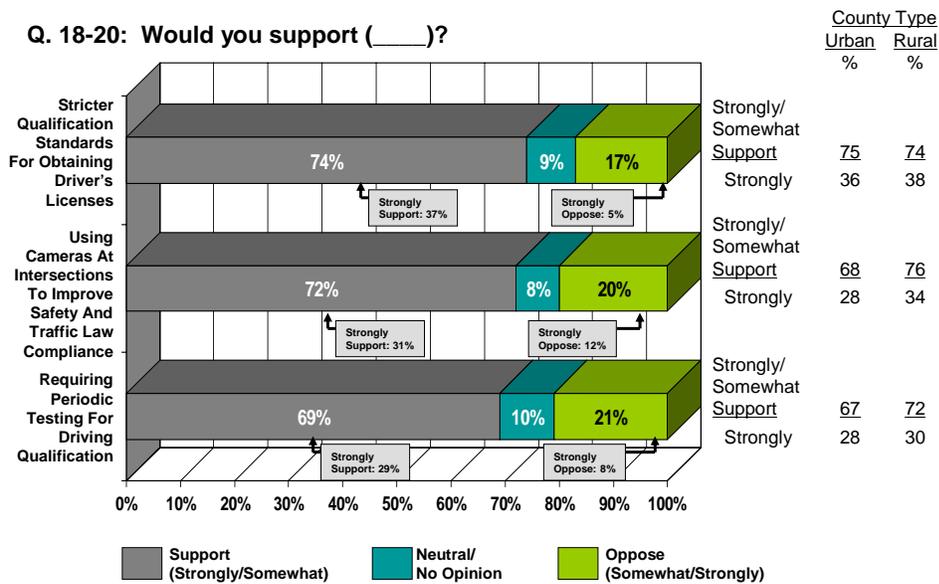
# Safety Issues

Q. 16-17: How important is it to have (\_\_\_)?



# Safety Issues

Q. 18-20: Would you support (\_\_\_)?

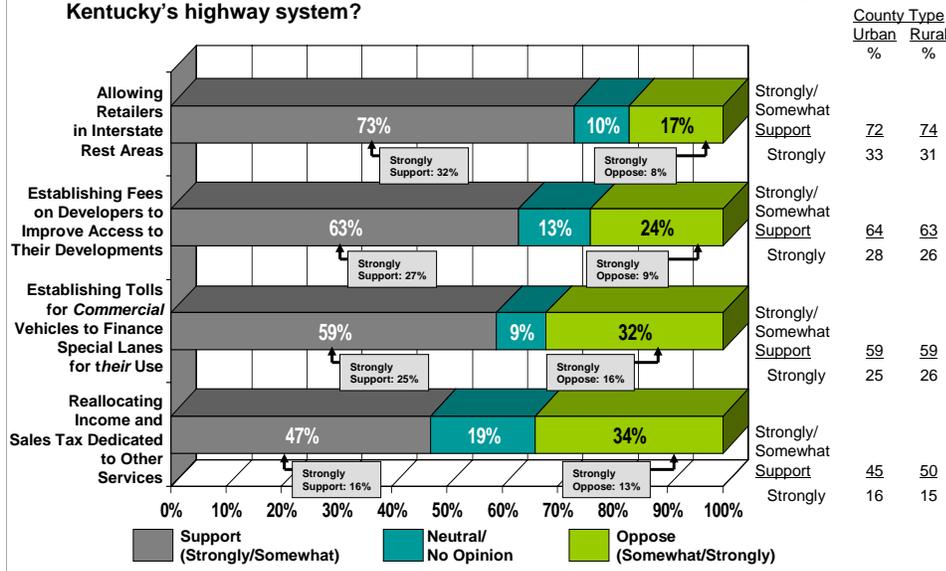


# TRANSPORTATION FUNDING



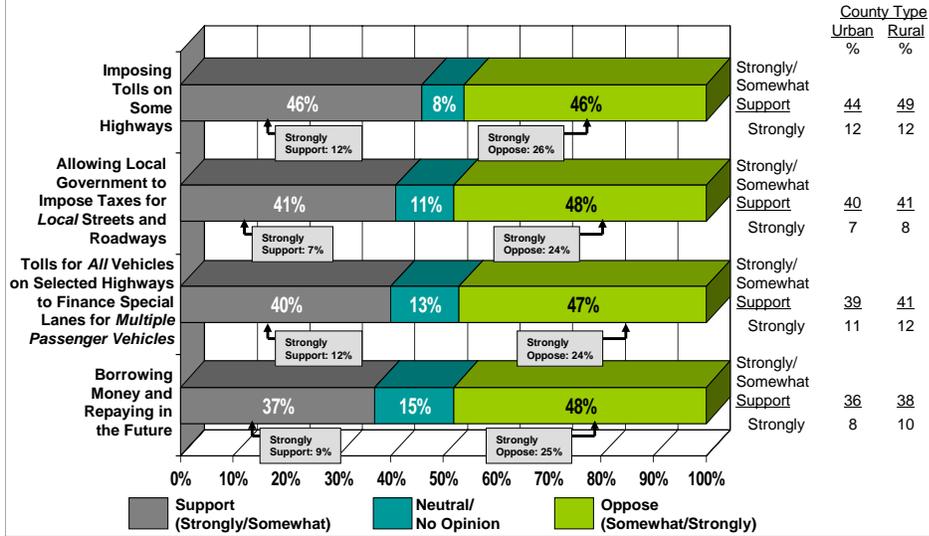
## Transportation Financing Strategies

Q. 21-31: Do you support or oppose (\_\_\_\_) as an additional source of funding for Kentucky's highway system?



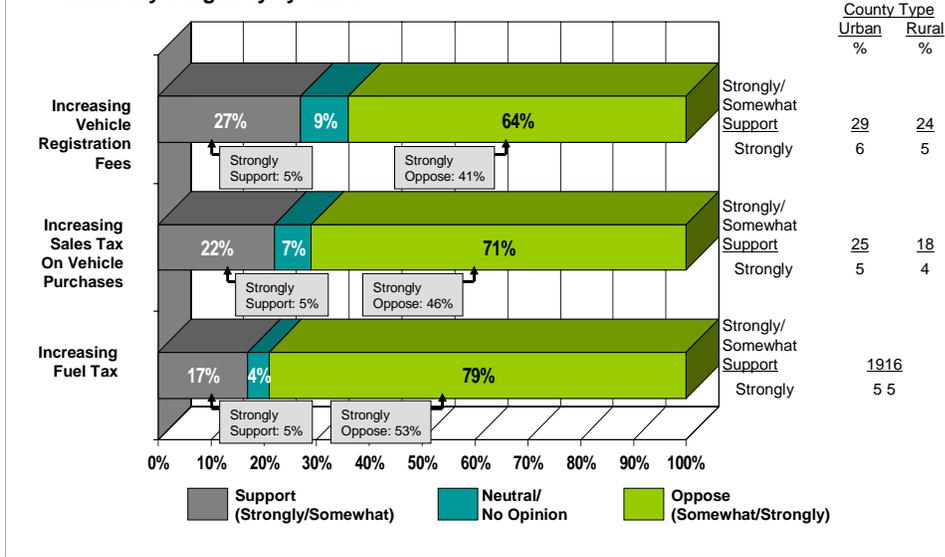
## Transportation Financing Strategies (cont.)

Q. 21-31: Do you support or oppose (\_\_\_\_) as an additional source of funding for Kentucky's highway system?



## Transportation Financing Strategies (cont.)

Q. 21-31: Do you support or oppose (\_\_\_\_) as an additional source of funding for Kentucky's highway system?

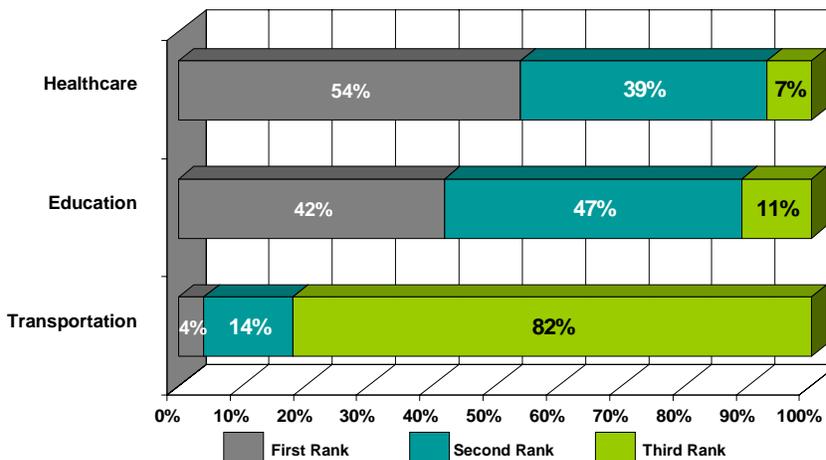


# DEDICATED FUNDS FOR GOVERNMENT SERVICES



## Importance of Dedicated Funds For Government Services

Q. 32: I'm going to read you three government services. I'd like you to rank order them in terms of importance of having dedicated funds for that service. The services are ... ( ) In your opinion, which one do you feel is the most important for dedicated funds? Which one is the next most important for dedicated funds?

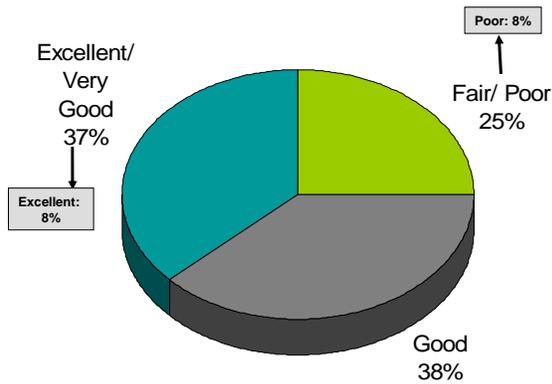


# ENFORCEMENT, MANAGEMENT & ADMINISTRATION



## Law Enforcement

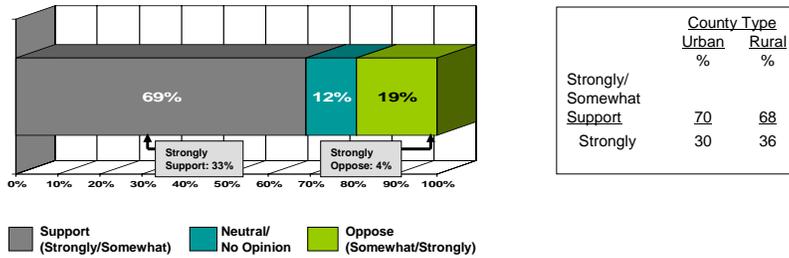
**Q. 33: What is your perception of the enforcement of traffic laws and regulations overall?**



	County Type	
	Urban %	Rural %
Excellent/ Very Good	35	37
Excellent	6	11
Good	37	40
Fair/Poor	28	23
Poor	9	7

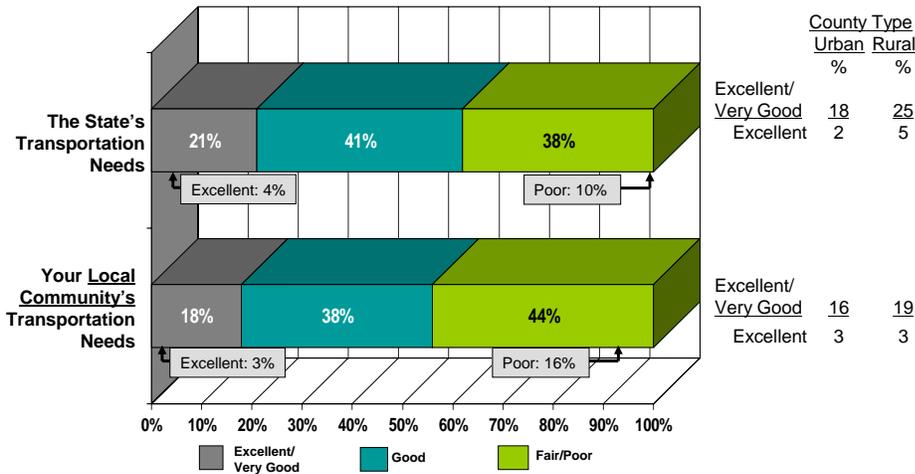
# Traffic Enforcement

**Q. 34: Do you support or oppose concentrating traffic enforcement officers in high traffic accident areas rather than spreading them across the highway?**



# Kentucky Transportation Cabinet Management & Administration

**Q. 35-36: What is your perception of how responsive the Kentucky Transportation Cabinet is to (\_\_\_)?**

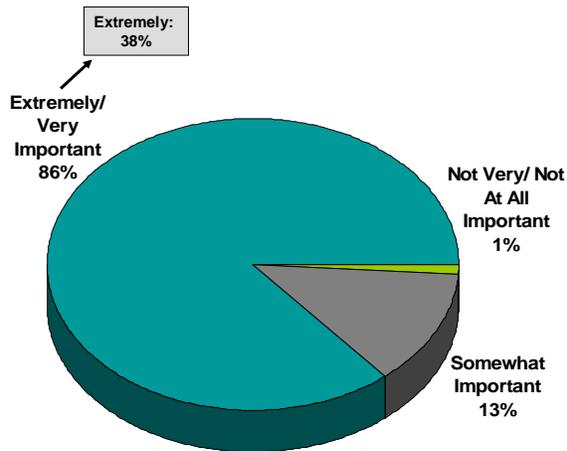


# TRANSPORTATION PLANNING AND PROJECT SELECTION PROCESS



## Highways & Future Economic Growth

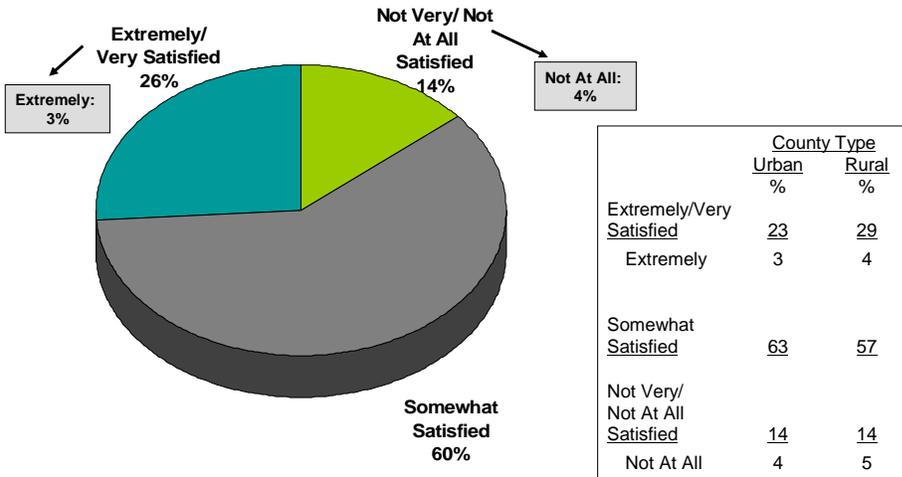
Q. 37: Now in your opinion, how important are Kentucky's highways to future economic growth? Are they . . . ?



	County Type	
	Urban %	Rural %
Extremely/Very Important	85	87
Extremely	33	44
Somewhat Important	14	12
Not Very/Not At All Important	1	1

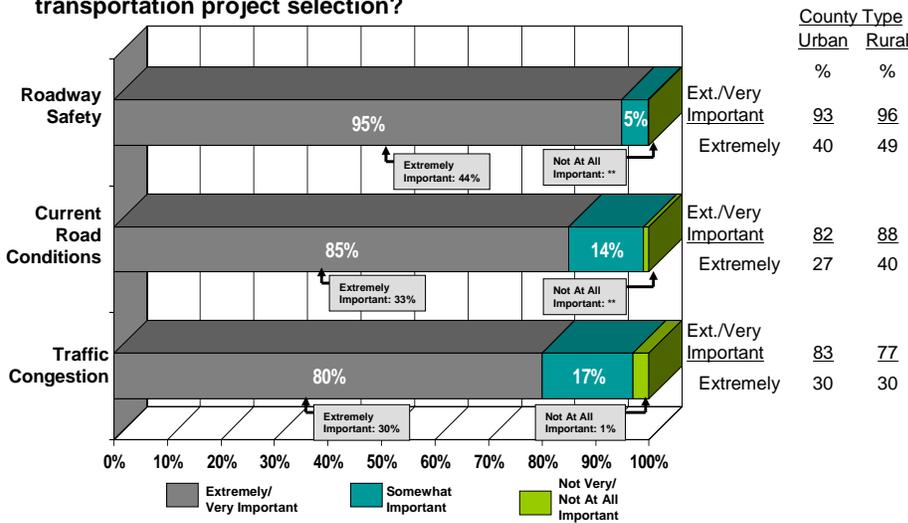
# Satisfaction with Planning & Project Selection

Q. 38: How satisfied are you with transportation projects that are selected for construction in Kentucky? Are you . . . ?



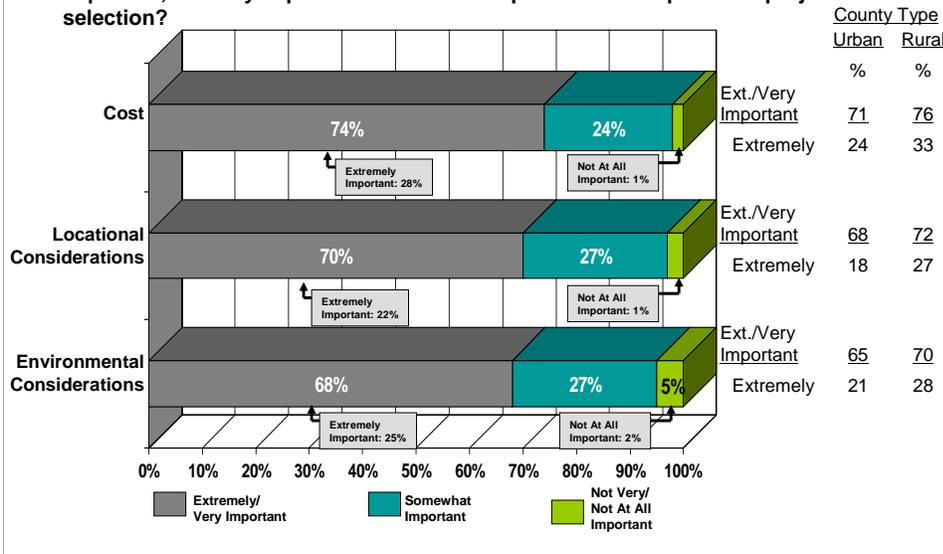
# Project Selection Criteria

Q. 39-44: Would you say (\_\_\_\_) is extremely important, very important, somewhat important, not very important or not at all important in transportation project selection?



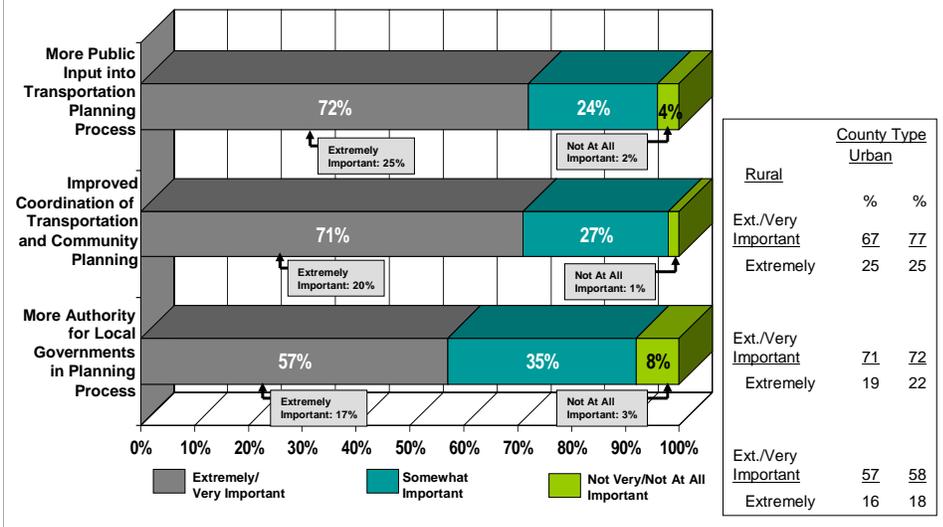
# Project Selection Criteria (cont.)

Q. 39-44: Would you say (\_\_\_) is extremely important, very important, somewhat important, not very important or not at all important in transportation project selection?



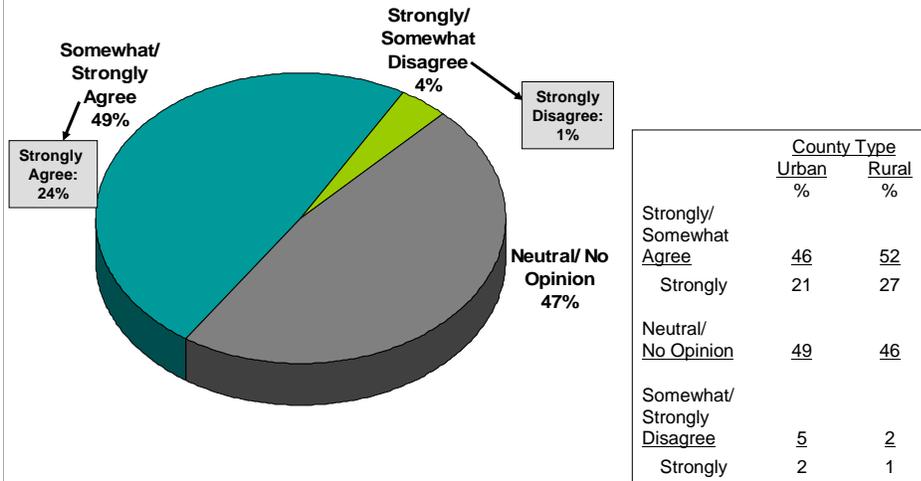
# Changes to Project Selection

Q. 45-47: Would (\_\_\_) be extremely important, very important, somewhat important, not very important or not at all important in transportation project selection?



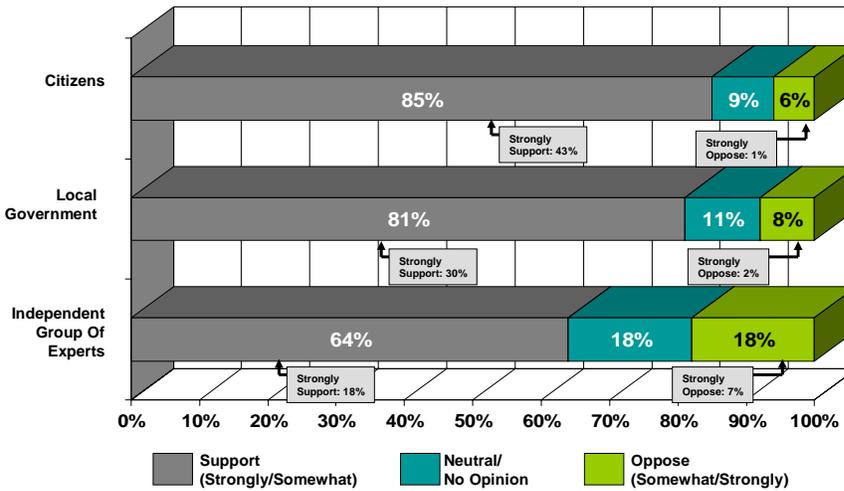
# Highway Access for Growth Management

Q. 48: Do you agree or disagree that highway access should be used to manage growth?



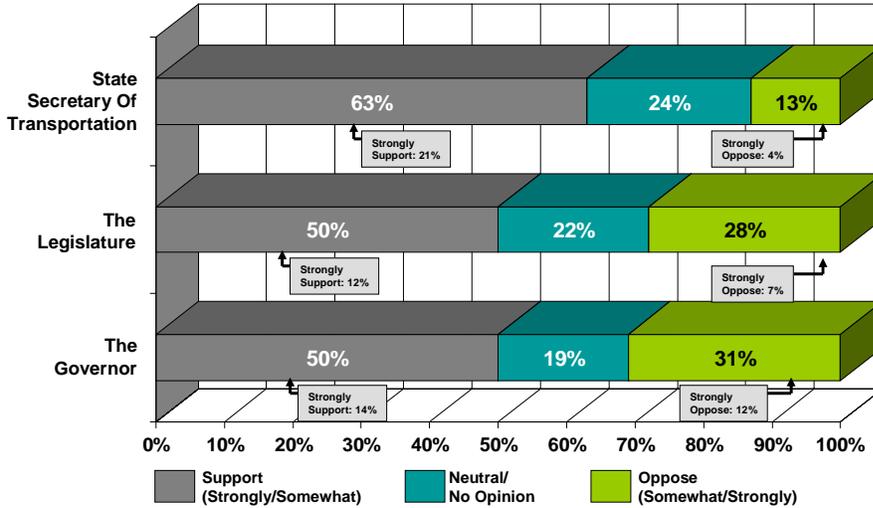
# Greater Involvement in Project Selection Process

Q. 49-54: Do you support or oppose increasing the role of (\_\_\_\_) in transportation project selection?



## Greater Involvement in Project Selection Process (cont.)

Q. 49-54: Do you support or oppose increasing the role of (\_\_\_\_) in transportation project selection?

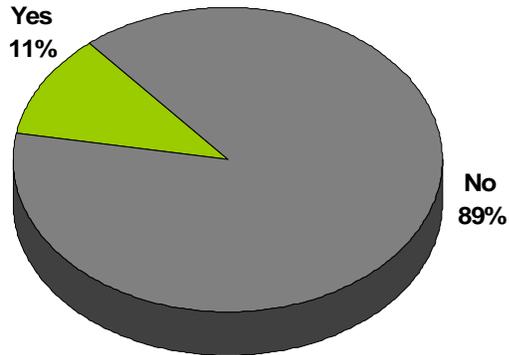


# PUBLIC TRANSPORTATION



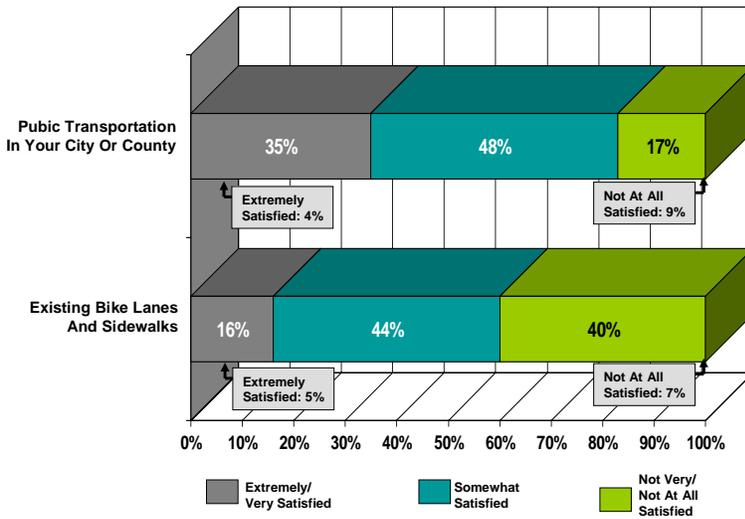
# Public Transportation Use Among Urban Residents

Q. 56: In the past year or so, did you use public transportation in your city or county, including Medicaid and Medicare transportation?



# Satisfaction with Public Transportation

Q. 57-58: How satisfied are you with (\_\_\_)?



## Appendix A.2 Leadership Kentucky Focus Groups

### Focus Group 1: Major Transportation Issues

Question 1: What are the major issues facing Kentucky's transportation system?

1. Over-utilization of roads
  - a. Overemphasis on roads as a means of moving people and goods.
  - b. Related problem of unsafe commercial vehicles.
  - c. Lack of use of other modes. Underutilization of rail and river. Insufficient airports.
  - d. Freight evolution that has forced more commercial vehicles onto roads, instead of continued rail use. Safety of commercial vehicles.
  - e. Need to use other means of moving goods, too much commercial vehicles on the roads.
2. Planning
  - a. Need for long-range strategy that includes funding and sustainability.
  - b. Timeliness of planning and implementation of road projects.
  - c. Need to use transportation infrastructure as economic development assets. Current economic development does not incorporate transportation planning and transportation planning does not necessarily take economic development factors into account.
3. Urban sprawl
4. Fuel costs.
  - a. Higher fuel costs maybe more of an issue for the average citizen who may drive 2-3 miles to get cheaper gas.
  - b. Fuel prices are low in Kentucky, relative to other states. Presents an opportunity to raise more funds by raising the fuel tax.
  - c. Would change driving habits only if gas prices exceeded \$5/gallon.
5. Other issues
  - a. Lack of public transportation
  - b. Dangerous/reckless drivers – speed, cellphone, distractions. Some focus group members considered these to be minor issues relative to other issues discussed in the session.
  - c. Congestion – lack of lanes, roadwork, not keeping pace with additional drivers
  - d. Safety of commercial vehicles

Question 2: What do you think are the top three issues?

1. Need for economic development that includes transportation planning
2. Need for long-range transportation strategy
3. Congestion

## **Focus Group 2: Transportation Investment Needs**

Question 1: What do you feel are the investment needs currently facing the state's transportation system?

Group discussion began with the discussion leaders asking group members each for a suggestion that the state currently needs concerning transportation. By transportation, the group leader encouraged a discussion for all forms of transportation, not just roads and highways.

The following topics were suggest by the group

- 1) Building additional roads
- 2) Public Transit: Light rail, Heavy rail, and a more coordinated bus system
- 3) Bridges
- 4) Divers Education in schools
- 5) Illegal Driving
- 6) Resurfacing/Maintenance
- 7) Traffic Management
- 8) Rural Highways
- 9) Additional air access in Southeastern Kentucky
- 10) Alternative Fuels research
- 11) Airport Improvement
- 12) Increase speed limits
- 13) Locks, Dams, and Ports
- 14) Bike Lanes
- 15) Rest Areas
- 16) Toll Roads and Parkways

Question 2: Which of these topics are most important? Why?

The group was then given two votes and asked to vote on the topics that were most important. The following topics emerged with the most votes

- 1.) Public Transit (8 votes)
- 2.) Resurfacing/Maintenance (7 votes)
- 3.) Toll Roads and Parkways (4 votes)
- 4.) Alternative Fuels research (2 votes)
- 5.) Rural Highways (1 vote with others agreeing that it should be the fifth topic of discussion)

The discussion leader then went around to various group members and asked them why they voted for/suggest the previous five topics. The responses are grouped according to the topic.

### **Public Transit**

- Additional funds are needed for public transit because it saves time, fuel, save money from being spent on roads (less wear and tear), economically viable option.
- More public transit means that there are fewer cars on the road and therefore less congestion and it promotes a certain degree of social capital in our communities.
- It reduces congestion and saves costs.
- Allows accessibility for people living in outlying areas to reach portions of the city that they otherwise would not be able to access.

### Maintenance/Resurfacing

- Maintaining the roads that we have is important. While public transit is important, it only helps metropolitan like Lexington, Louisville, and Northern Kentucky where there is enough population to support it. Other places around the state need good roads to get to the larger cities.
- There are also many safety issues involved in maintaining good roads.

### Tolls and Parkways

- From many smaller towns in Kentucky, there are no direct access roads to allow citizens to travel from point A to point B. Generally, people are forced to drive out of their way because there is not an adequate road leading directly from town to town. There is a need for toll roads which will allow people to have direct access.
- This is true in all portions of the state. Recently completed was the road from Pikeville to Charlestown, WV, which cut the commute time to 1.5 hours. Whereas it still takes almost 3 hours to get to Lexington from Pikeville. Towns and counties should have the ability to build toll roads so that there are better highways connecting to the larger places in the state.

### Alternative Fuels

- Alternative fuels research is important because of its affect on health and the environment. If Kentucky can develop a more environmental friendly fuel then they could sell it to other states.

### Rural Roads

- This is the same discussion as was presented before in the tolls and parkways section. New Roads in rural areas will help with economic development.

Group members were then asked if any of these five categories were in a state of crisis. Group members did not understand the question and then rephrased it as if there was a limited amount of funds then what would they spend it on. The vote was almost evenly split between maintenance/resurfacing and building rural roads.

The discussion then turned to the state allocation formula for how funds are allocated to different areas of the state. Most members suggested that they were not happy with the current allocation system and they did not feel that their area was receiving an adequate amount of funds. Members were then asked if there were changes made to the allocation formula, then would the resulting changes be particularly better. No member had an answer for that question.

### **Focus Group 3: Transportation Finance**

#### General discussion

- What is the impact of new debt on debt service payments?
- Is the 6 year plan really a 3 year plan?
- Projects are on the 6 year plan for 20 years before a road is built
- What about economic development? Road issue is access and it depends on the industry
- If total (retail) gas price is the same in different states but states have different taxes on motor fuels, who is making all the profit from KY low motor fuels tax?
- What about a sales tax on gasoline?
- We need to be careful on economic development. Additional fees on trucks add costs to the shipment and transportation of goods. (Major industrials go by rail).
- Some sales tax could go to road fund as getting goods to market imposes wear on the roads.
- There are all kinds of taxes. Why not eliminate and create a national sales tax?

#### Question 1: Is Kentucky's current transportation finance structure fair and equitable?

- Surprised at the differences in tax rates on motor fuels, licensing between Kentucky and surrounding states (Similar to the previous disparity with the cigarette tax and surrounding states).
- Maybe the motor fuels tax could be increased and motor vehicle usage tax decreased.
- Should look at Kentucky versus other states.
- Are we competitive in terms of road quality?

#### Question 2: Is the current level of Road Fund revenue sufficient to meet Road Fund maintenance and construction needs?

- Not enough road miles across southern Kentucky
- Citizens don't want to pay. They want businesses to pay
- What about toll roads or privatized roads? (Example road in Houston TX)
- The new bond issue seems likely to overextend resources to debt service limiting what can be done.
- The group consensus to question 2 is that current resources are not adequate.

#### Question 3: If any additional revenue is needed for the Road Fund, how should the revenue be raised?

##### Suggestions for additional revenue:

- Increase personal vehicle registration fee [5 votes]
- Increase the gasoline tax to a level comparable with other states [8 votes]
- Use tolls for new highways and expansion. [0 votes]
- Impose an advertising fee for signs, etc. [4 votes]
- Create taxes (registration fee was specifically mentioned) based on vehicle efficiency (wear on the road) [1 vote]
- Merge road fund and general fund [2 votes]
- Privatize Roads [0 votes]

### **Focus Group 3: Project Selection Process**

Question 1: How would you characterize your view/understanding of the project selection process?

The following 10 bulleted items were suggested by the group (Categories were added later as part of the analysis):

#### Political Influence

- It's political, probably a bad thing, but can be positive
- Contractor ability to influence choice
- Importance varies by location

#### Process

- Too much time involved (start to finish)
- Too expensive
- Project may be stopped anytime in the lengthy development process

#### Planning

- Not sure there is a future vision for Kentucky and that the thinking is regionally (instead of just locally)
- It's good that the 6-Year Plan is revisited every two years and adjustments made
- There needs to be an integrated long-range plan reflecting all the entities that projects can be viewed against

#### Off Radar

- We take this all for granted, it's not on the minds of many

Question 2: What are you most concerned or confident about regarding project selection?

#### Confident

- The positive aspects of politics (local and representative involvement)
- Long and complex process provides checks and balances (most important projects most likely to get done)
- It's good that the 6-year plan is revisited every two years
- That economic development is taken into account

#### Concerned

- The negative aspects of politics
- About safety being addressed adequately
- That decisions may not be based on facts
- Future projections do not seem to be very accurate
- Lack of real bidding (limited number of contractors capable of bidding)

Question 3: Compared with other 'public decision processes' how is it better or worse?

#### Better

- More eyes watching
- More planning goes into roads and other government activities
- These are permanent types of improvements

#### Worse

- More fingers in the pot
- Time taken to complete projects
- Bureaucracy involved

- Seems to lack a long range clear vision
- Hope the project is legitimate and not just a whim
- The process (and projects) often yields unintended consequences
- More thought should be given to design and how things fit in community

Question 4: What could be done to improve the process?

The following 10 items were provided by the group:

- Plan for future and integration of the whole system
- Build on existing system (interstates) and keep economic development in mind
- Identify good projects and processes and work to standardize toward best practices
- Verify need locally
- Focus more on merit and limit the bartering of political trade-off
- Shorten lead time
- Evaluate projects in terms of goals, examine success and failures
- Make process more transparent to the public
- Involve all stakeholders in the process
- Educate the stakeholders of the possibilities

The group was polled to determine how they ranked the importance of the items they had generated. The items are in rank order below and grouped by the number of votes received (# shown in parentheses). The top single bulleted item had the highest importance ranking with twelve (12) votes.

- Identify good projects and processes and work to standardize toward best practices (12)
- Evaluate projects in terms of goals, examine success and failures (4)
- Plan for future and integration of the whole system (4)
- Involve all stakeholders in the process (3)
- Build on existing system (interstates) and keep economic development in mind (2)
- Focus more on merit and limit the bartering of political trade-off (2)
- Make process more transparent to the public (2)

Of these items, the following were developed as the top four recommendations for improving the project selection process.

- Develop a Statewide Master Plan
- Evaluate projects (and process) to determine best practices
- Involve all stakeholders through transparent process
- Minimize political tradeoffs

### Appendix A.3 Mean Scores from Leadership Kentucky Issues Poll

Table A.3.1 Mean Scores by Geographic Region

	Issue/Recommendation	Eastern / Southeastern	Central	Western / Southwestern
<b>Major Transportation Issues</b>		<b>8.6</b>	<b>8.2</b>	<b>8.2</b>
1	Traffic Congestion	7.3	7.2	6.7
2	The Need for Long-range Transportation Strategies	9.7	8.5	8.6
3	The Need for Transportation Planning That Considers Economic Development Factors	8.7	8.9	9.3
<b>Transportation Investment Needs</b>		<b>6.7</b>	<b>5.9</b>	<b>5.8</b>
4	Improving Public Transit	6.7	6.4	5.1
5	Improving Resurfacing/Maintenance	6.7	7.0	7.8
6	Additional Toll Roads/Parkways	7.3	4.9	5.1
7	Researching Alternative Fuel	4.3	5.9	5.0
8	Rural Road Improvements	8.7	5.2	6.1
<b>Transportation Finance</b>		<b>6.4</b>	<b>5.3</b>	<b>4.9</b>
9	Increase Motor Fuel Tax	7.7	6.1	7.6
10	Increase Personal Vehicle Registration Fee	9.0	5.6	4.8
11	Charge Advertising Fees for Signs, etc.	7.7	7.1	5.8
12	Merge the Road Fund with the General Fund	4.0	2.8	1.2
13	Tax Vehicles Based on Efficiency	3.7	5.1	5.1
<b>Project Selection Process</b>		<b>8.2</b>	<b>7.3</b>	<b>7.1</b>
14	Develop Statewide Master Plan	8.3	8.7	7.8
15	Evaluate Successful Project to Determine Best Practices	7.0	7.6	7.0
16	Involves all Stakeholders Through Transparent Processes	7.5	6.8	6.3
17	Minimize Political Trade-offs	10.0	6.3	7.3

Table A.3.2 Mean Scores by Urban-Rural Dimensions

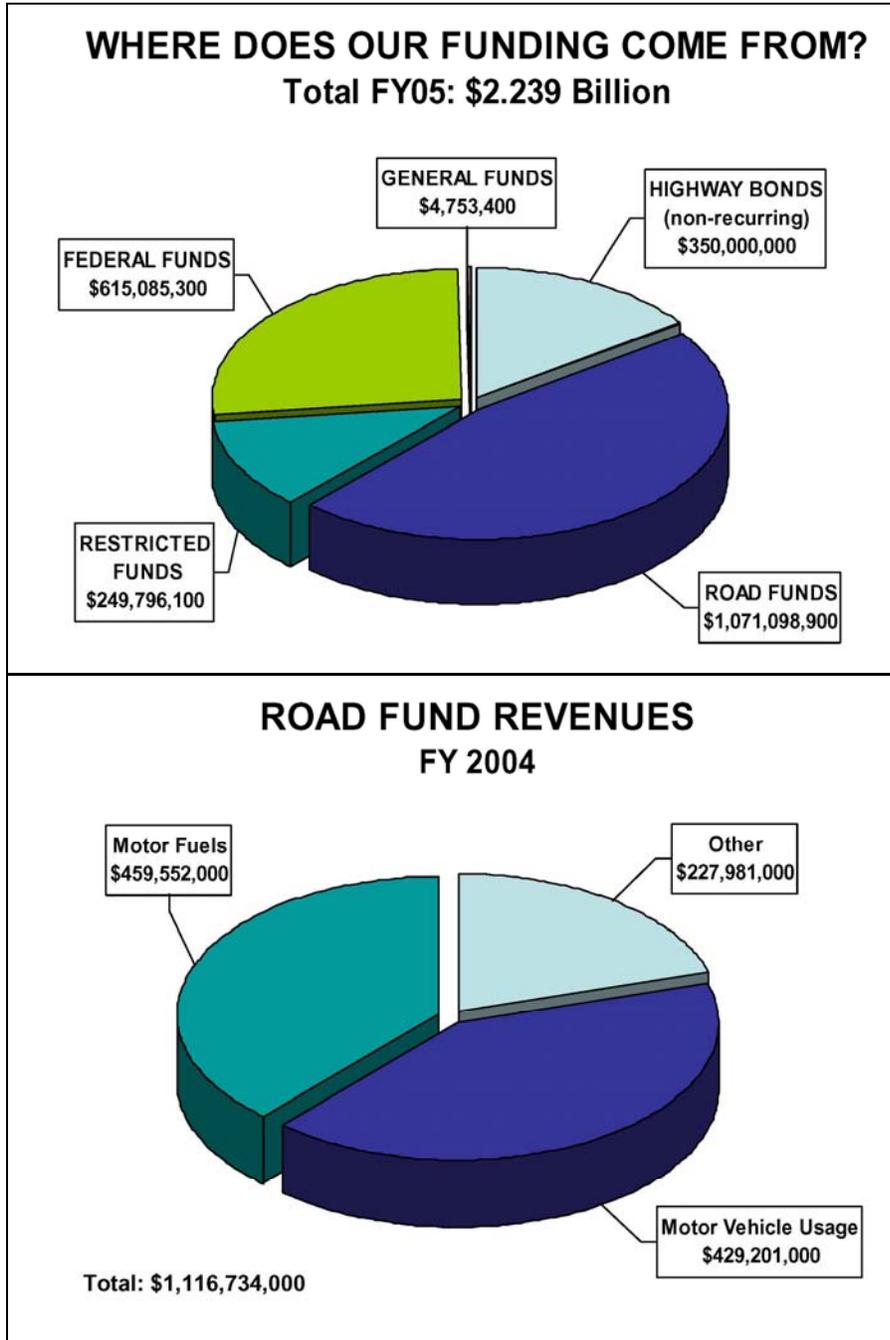
	Issue/Recommendation	City greater than 50,000	Town less than 50,000	Rural (unincorporated) Area
<b>Major Transportation Issues</b>		<b>8.2</b>	<b>8.3</b>	<b>8.2</b>
1	Traffic Congestion	7.1	6.7	7.4
2	The Need for Long-range Transportation Strategies	8.6	9.0	8.3
3	The Need for Transportation Planning That Considers Economic Development Factors	8.9	9.2	9.0
<b>Transportation Investment Needs</b>		<b>5.8</b>	<b>6.3</b>	<b>5.4</b>
4	Improving Public Transit	6.1	6.5	6.0
5	Improving Resurfacing/Maintenance	8.1	6.2	6.3
6	Additional Toll Roads/Parkways	5.3	5.5	3.0
7	Researching Alternative Fuel	5.1	6.6	5.5
8	Rural Road Improvements	4.3	6.8	6.0
<b>Transportation Finance</b>		<b>5.4</b>	<b>5.2</b>	<b>5.1</b>
9	Increase Motor Fuel Tax	6.1	6.9	5.4
10	Increase Personal Vehicle Registration Fee	5.4	6.0	5.6
11	Charge Advertising Fees for Signs, etc.	7.5	5.5	7.3
12	Merge the Road Fund with the General Fund	2.9	2.1	3.6
13	Tax Vehicles Based on Efficiency (vehicle type)	4.9	5.3	3.5
<b>Project Selection Process</b>		<b>7.3</b>	<b>7.9</b>	<b>7.1</b>
14	Develop Statewide Master Plan	8.3	9.2	7.5
15	Evaluate Successful Project to Determine Best Practices	7.8	6.9	8.5
16	Involves all Stakeholders Through Transparent Processes	6.2	7.5	7.0
17	Minimize Political Trade-offs	7.0	8.1	5.4

Table A.3.3 Mean Scores by Participants' Industry Background

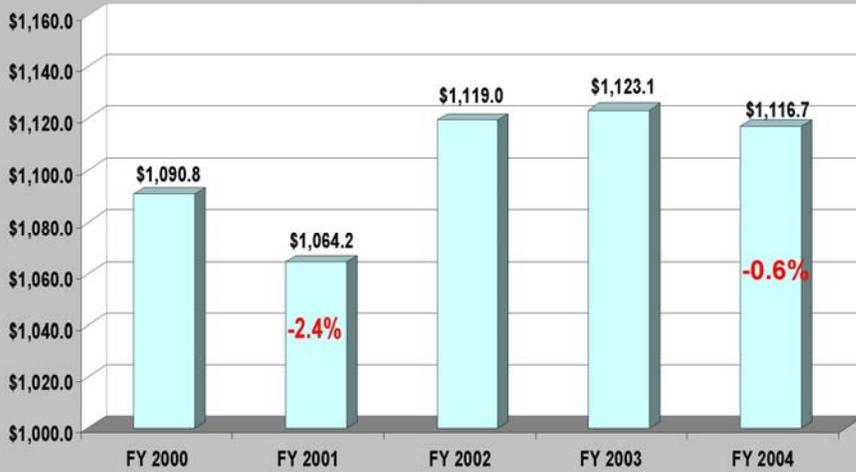
	Issue/Recommendation	State government	Local government	Private sector / Business	Non-profit	Education
	<b>Major Transportation Issues</b>	<b>7.5</b>	<b>8.0</b>	<b>8.3</b>	<b>7.8</b>	<b>8.9</b>
1	Traffic Congestion	5.5	7.7	7.0	6.7	8.0
2	The Need for Long-range Transportation Strategies	7.8	8.0	8.9	7.9	9.8
3	The Need for Transportation Planning That Considers Economic Development Factors	9.3	8.3	9.1	8.9	9.0
	<b>Transportation Investment Needs</b>	<b>6.7</b>	<b>7.7</b>	<b>5.8</b>	<b>5.1</b>	<b>6.6</b>
4	Improving Public Transit	6.5	5.0	6.3	5.4	7.4
5	Improving Resurfacing/Maintenance	8.5	9.3	6.8	6.6	7.8
6	Additional Toll Roads/Parkways	6.0	8.7	5.0	3.4	5.4
7	Researching Alternative Fuel	5.8	6.0	5.9	4.7	6.0
8	Rural Road Improvements	6.5	9.7	5.0	5.3	6.4
	<b>Transportation Finance</b>	<b>4.5</b>	<b>5.0</b>	<b>5.4</b>	<b>5.1</b>	<b>5.4</b>
9	Increase Motor Fuel Tax	5.3	6.7	6.9	5.9	5.0
10	Increase Personal Vehicle Registration Fee	4.3	6.0	6.0	4.3	6.4
11	Charge Advertising Fees for Signs, etc.	6.3	5.3	6.5	8.3	7.6
12	Merge the Road Fund with the General Fund	1.3	1.3	3.0	2.6	2.8
13	Tax Vehicles Based on Efficiency (vehicle type)	5.5	5.7	4.8	4.3	5.4
	<b>Project Selection Process</b>	<b>8.5</b>	<b>6.4</b>	<b>7.1</b>	<b>6.9</b>	<b>9.9</b>
14	Develop Statewide Master Plan	8.5	8.7	8.6	7.1	9.8
15	Evaluate Successful Project to Determine Best Practices	8.5	5.7	7.3	7.2	9.8
16	Involves all Stakeholders Through Transparent Processes	7.8	4.0	6.6	5.0	9.8
17	Minimize Political Trade-offs	9.3	7.0	5.8	8.1	10.0

## Appendix A.4 Supplemental Focus Group Material

### Transportation Finance Focus Group



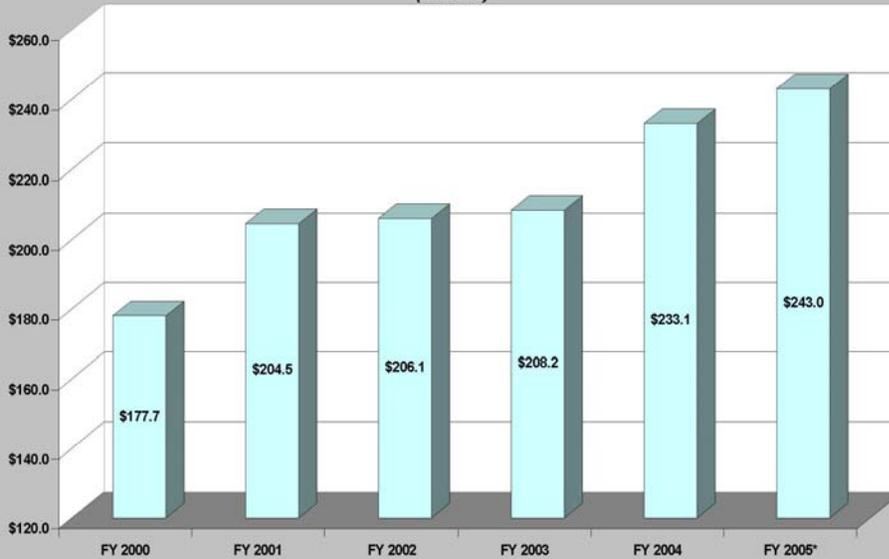
### HISTORY OF ROAD FUND REVENUES (Millions)



FY 2004 Estimated Revenues represent 2.4% growth over Actual FY 2000 Revenues. This equates to an average annual growth of approximately 0.6%.

KYTC/obfm

### KENTUCKY TRANSPORTATION CABINET Maintenance Expenditures (Millions)

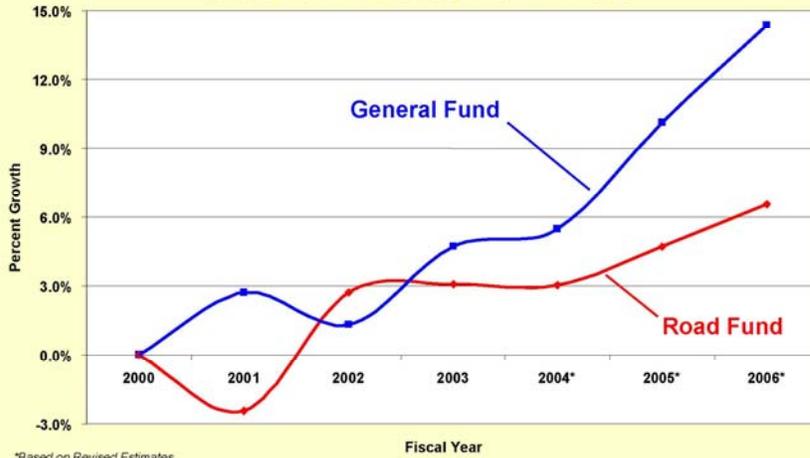


FY 2005 Estimated Expenditures represent 36.75% growth over Actual FY 2000 Expenditures. This equates to an average annual growth of approximately 7.35%.

\* Projected

KYTC/obfm

**GENERAL FUND and ROAD FUND COMPARISON**  
**% Growth in Revenues from FY 2000**

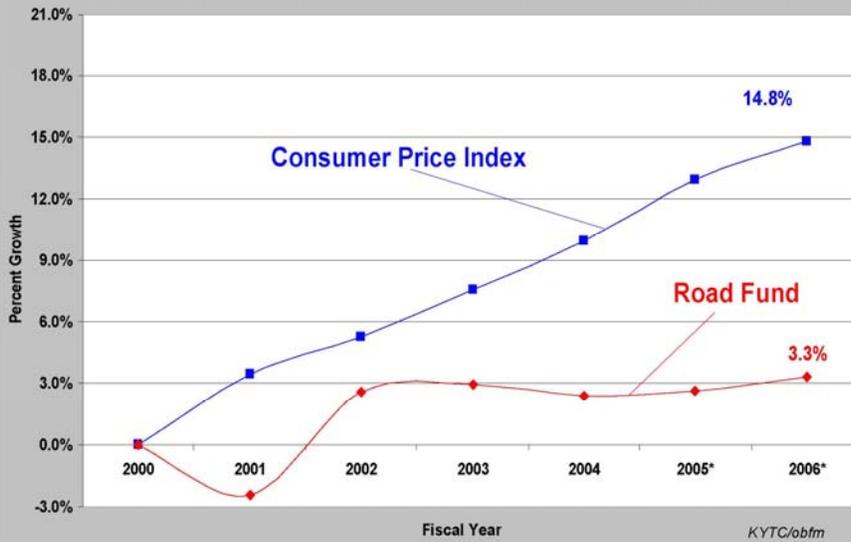


\*Based on Revised Estimates

Fiscal Year

KYTC/opb

**ROAD FUND GROWTH COMPARED TO CPI**  
**from FY 2000**



\*FY05 & FY06 are based on January, 2005 Consensus Forecasting Group Estimate.

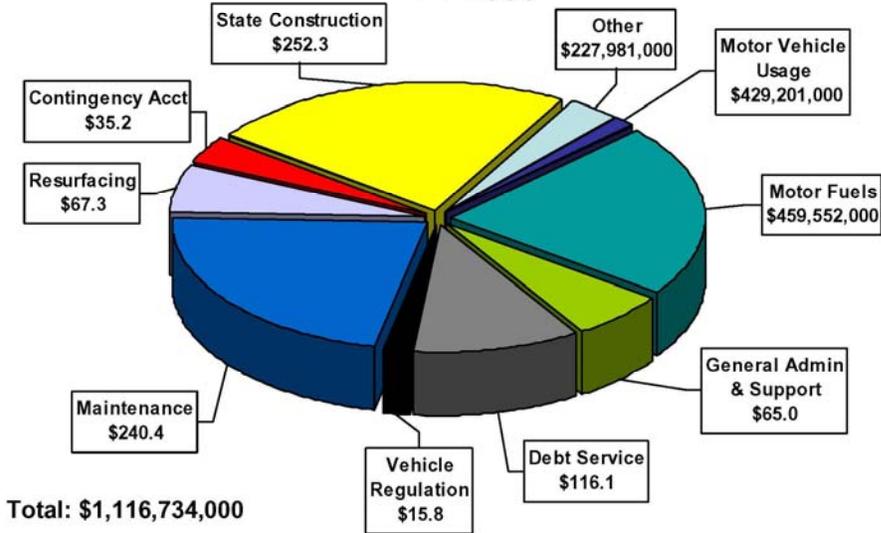
Fiscal Year

KYTC/opb

## TRANSPORTATION ROAD FUND APPROPRIATION

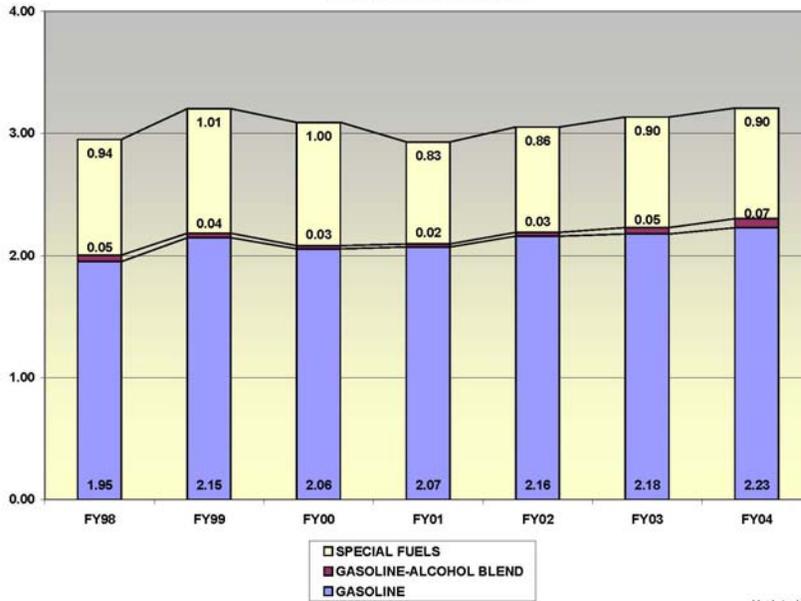
(in millions)

FY 2005



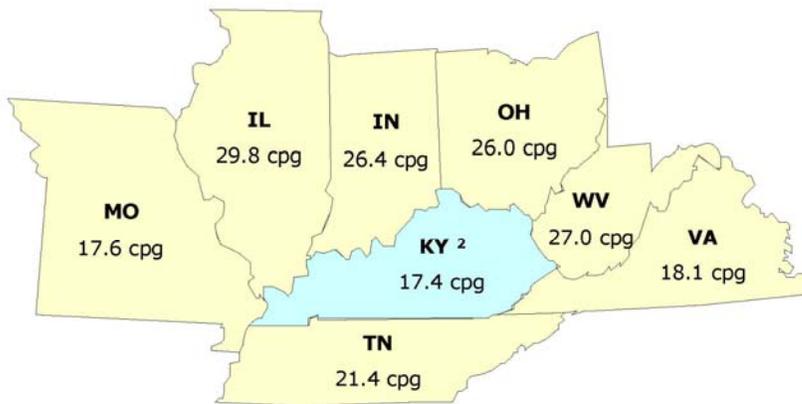
### KENTUCKY MOTOR FUELS (NORMAL)

*BILLIONS OF GALLONS TAXED*



Updated January 14, 2005

## COMPARING KENTUCKY'S GASOLINE TAX<sup>1</sup> (Cents Per Gallon)



**Average Surrounding States' Gas Tax vs. KY: +6.4 cpg**

<sup>1</sup>Includes base excise tax, plus additional sales tax on gasoline in IL, IN, and WV. Also includes other miscellaneous fees/taxes. Does not include any local taxes that may be imposed.

<sup>2</sup>Temporary increase of 1 cpg effective July 1, 2004 due to increase in wholesale price of gasoline.

KYTC/obfm

January, 2005

## VEHICLE REGISTRATION FEES<sup>1</sup>



**Surrounding States' Average Vehicle Registration: \$35.71**

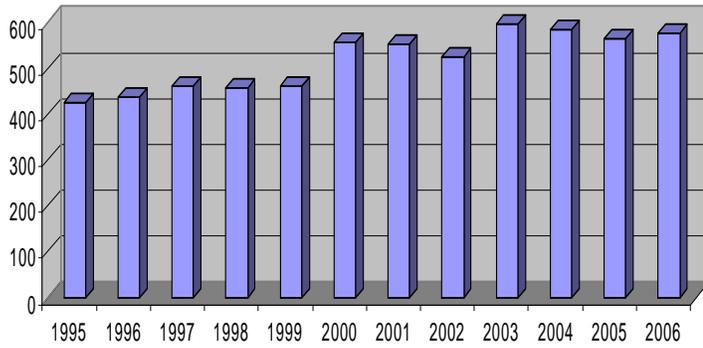
<sup>1</sup> Passenger Vehicle Registration.

<sup>2</sup> Includes \$11.50 state registration, \$0.50 state reflectorized plate fee, and \$3 county clerk fee.

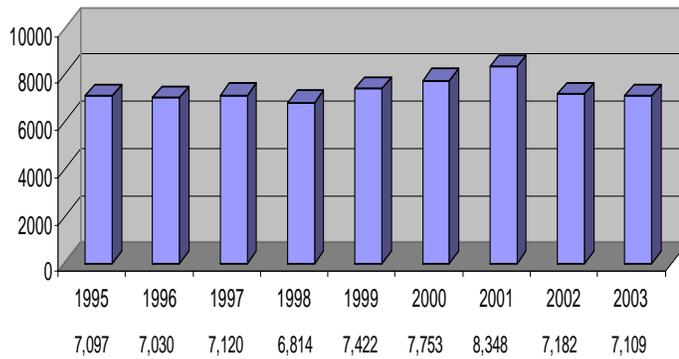
KYTC/obfm

January, 2005

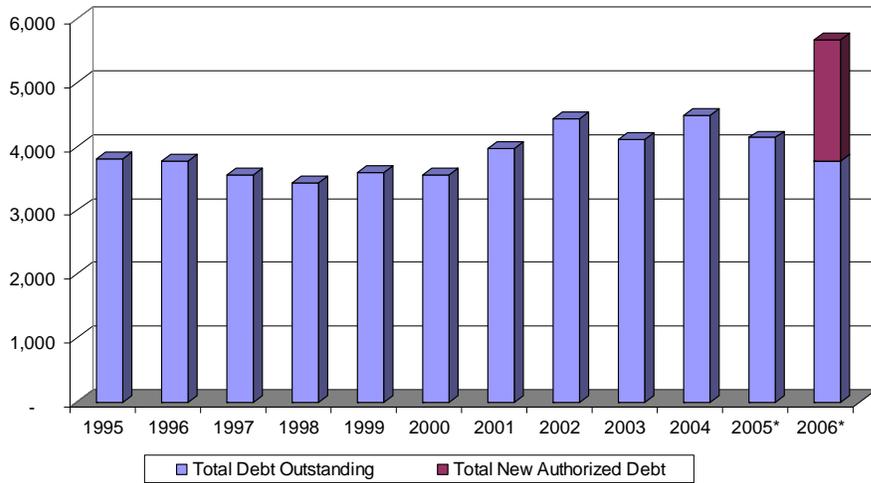
**Debt Service on Appropriation Supported Debt, 1995-2006**  
(Millions of Dollars)



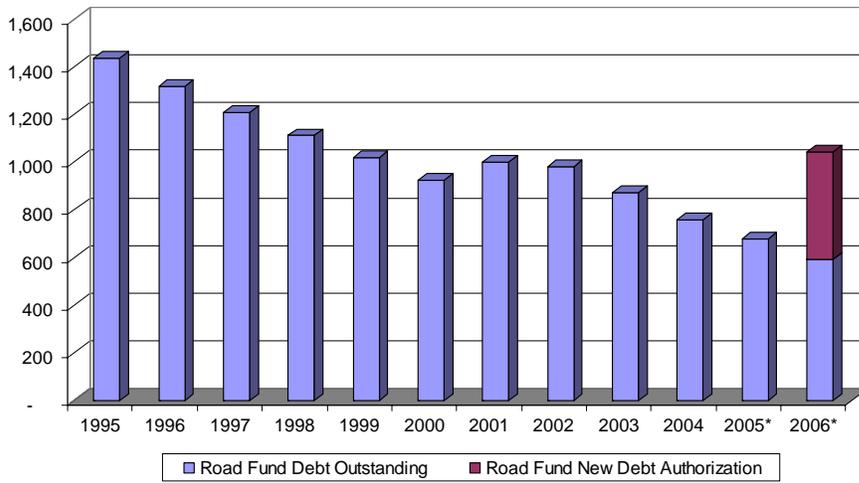
**Kentucky Long Term Debt Outstanding**  
(Millions of Dollars)



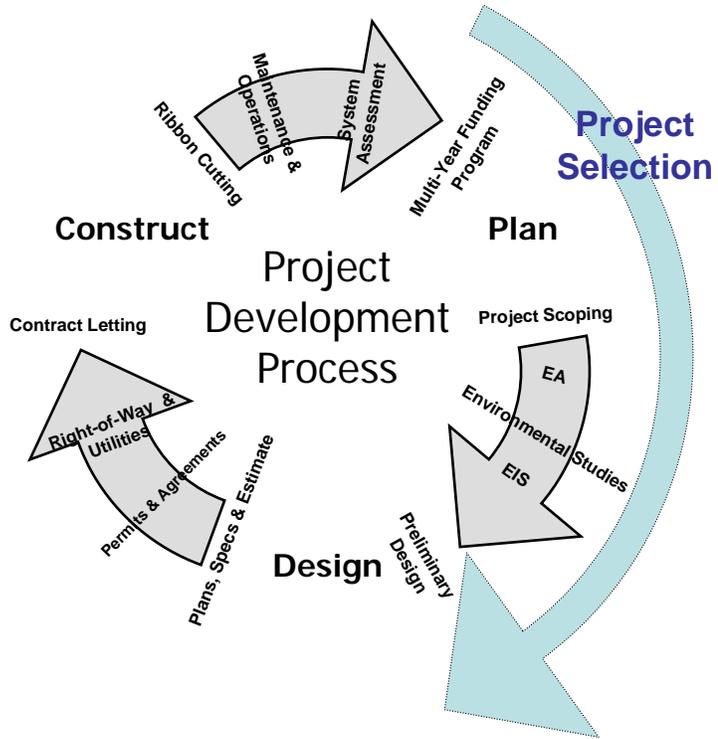
**Total Appropriation Supported Debt Outstanding  
(Millions of Dollars)**



**Road Fund Appropriation Supported Debt Outstanding  
(Millions of Dollars)**



**Project Selection Process**





## Appendix B MAP OF KENTUCKY

